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REPORT
OF THE
STATE ROADS COMMISSION
OF
MARYLAND



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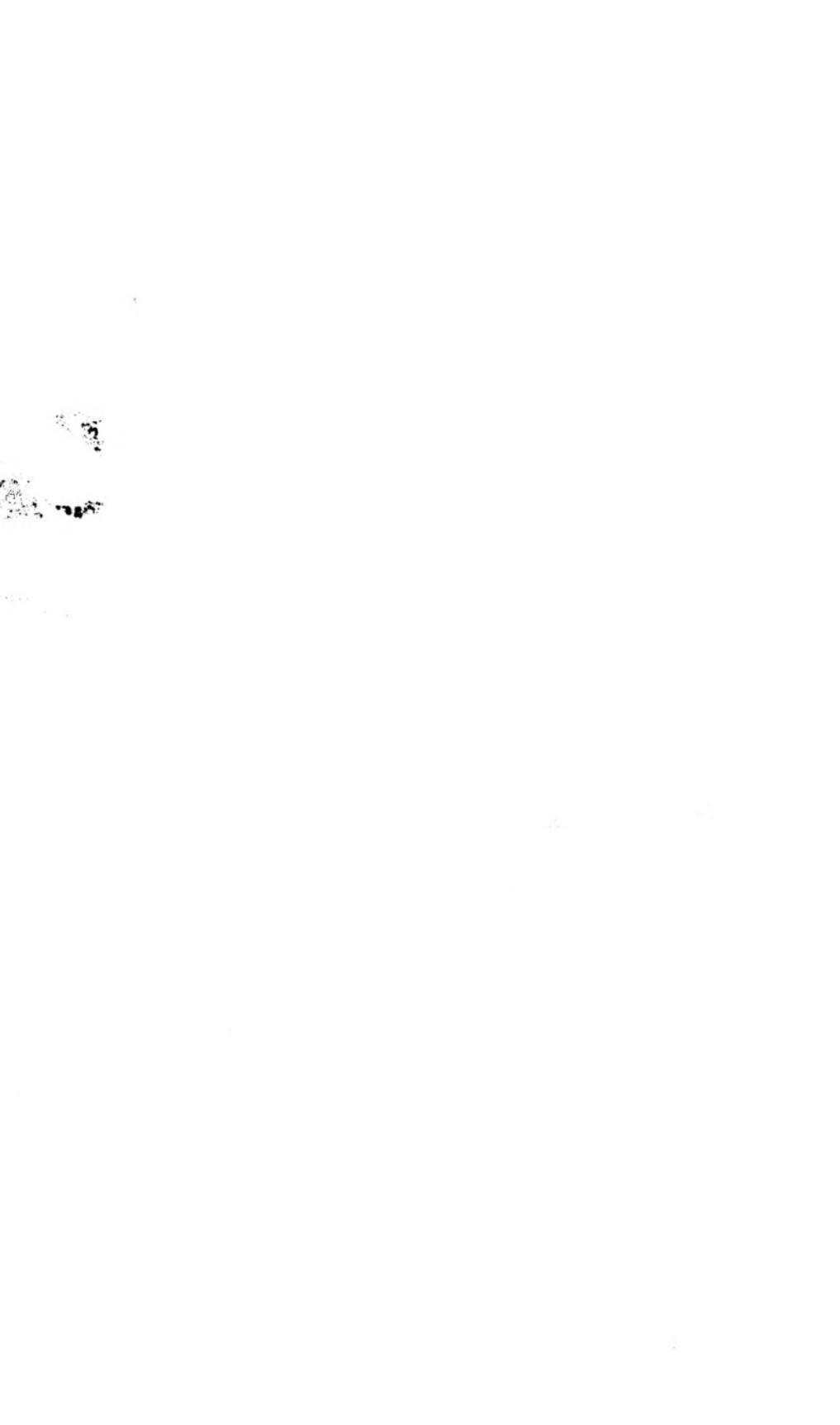
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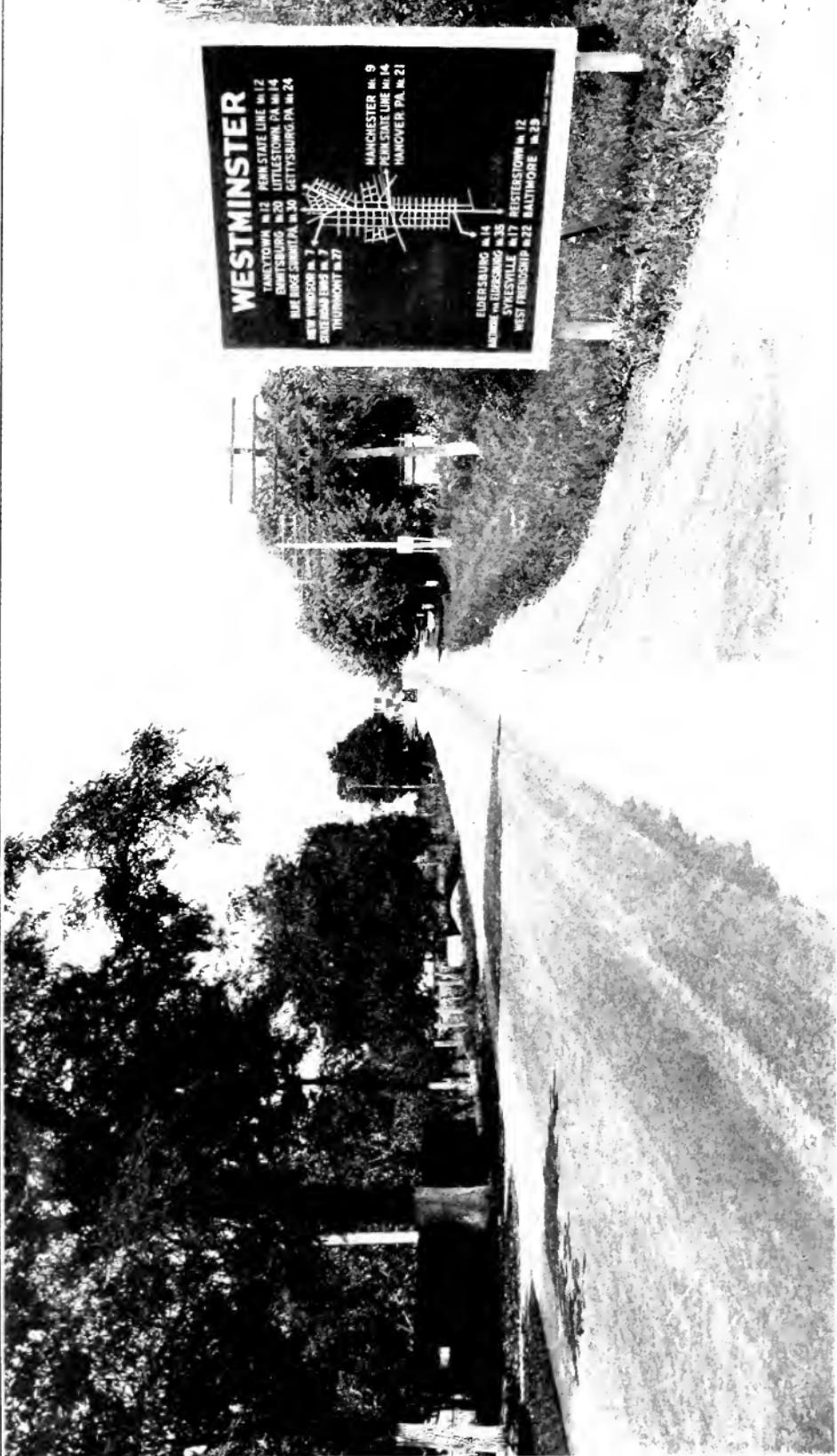
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A TYPICAL VIEW OF A 11 FOOT MACADAM ROAD WIDENED TO 20 FEET BY THE ADDITION OF 3 FOOT CONCRETE SHOULDER ON EACH SIDE.

SEVENTEENTH, EIGHTEENTH AND NINETEENTH
ANNUAL REPORTS

OF THE

STATE ROADS COMMISSION

FOR THE YEARS

1924, 1925 and 1926



TO
THE GENERAL ASSEMBLY
OF
MARYLAND

BALTIMORE, MARYLAND
January, 1927

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COMMISSION

JOHN N. MACKALL, *Chairman and Chief Engineer*

R. BENNETT DARNALL

W. W. BROWN

L. H. STEUART, *Secretary*

OFFICE OF THE STATE ROADS COMMISSION OF MARYLAND
Garrett Building
BALTIMORE, MARYLAND

*To His Excellency, Albert C. Ritchie,
Governor of Maryland.*

SIR—We have the honor to respectfully submit the following financial report covering the operations of the State Roads Commission of Maryland for the period from October 1, 1923, to September 30, 1926.

Very respectfully yours,

JOHN N. MACKALL,
R. BENNETT DARNALL,
W. W. BROWN,
State Roads Commission.

Attest:

L. H. STEUART, *Secretary.*

January, 1927.

**REPORT OF THE
MARYLAND STATE ROADS
COMMISSION**

1924 - 1925 - 1926

INTRODUCTORY

Two changes have taken place in the personnel of the Commission since the last report. Colonel W. W. Brown of Cumberland was appointed to membership on the Commission, August, 1924, vice Colonel D. C. Winebrenner of Frederick, who resigned his office on account of ill health. Mr. R. Bennett Darnall of Anne Arundel County was appointed October, 1925, as the successor of Senator Omar D. Crothers of Elkton, who resigned following his appointment as a member of the State Industrial Accident Commission. J. N. Mackall retains his dual position as Chairman and Chief Engineer and L. H. Steuart his position as Secretary to the Commission. H. D. Williar, Jr., is Assistant Chief Engineer.

Continued enthusiasm and cooperation of all employees in the construction and maintenance of the road system has resulted in furthering the success already attained.

The Legislature of 1924 authorized "the creation of a State debt in the aggregate amount of \$4,500,000, the proceeds thereof to be used for the construction of rural post roads and lateral roads, and the extension of the State Roads System of Maryland, with the assistance of funds from the United States Government and the several counties of the State and for paving in Baltimore City" and provided for the issuance of \$1,500,000 of said loan as of the 15th day of June in the years 1924, 1925, and 1926. After the deduction of 20% for Baltimore City, one-half of the remainder or \$600,000 was applied to "Federal Aid," the other \$600,000 to "Lateral Roads." This latter amount was apportioned to the counties on the basis of road mileage in the manner as set forth in the following table:

COUNTY	County Road Mileage	Per Cent of Total County Road Mileage in State	Annual Lateral Road Fund Apportionment
Allegany	557	3.76	\$ 22,560.00
Anne Arundel	572	3.86	23,160.00
Baltimore	1251	8.45	50,700.00
Calvert	225	1.52	9,120.00
Caroline	532	3.59	21,540.00
Carroll	964	6.51	39,060.00
Cecil	645	4.36	26,160.00
Charles	545	3.68	22,080.00
Dorchester	608	4.11	24,660.00
Frederick	1235	8.34	50,040.00
Garrett	783	5.29	31,740.00
Harford	796	5.37	32,220.00
Howard	427	2.88	17,280.00
Kent	425	2.87	17,220.00
Montgomery	823	5.57	33,420.00
Prince George's	723	4.88	29,280.00
Queen Anne's	525	3.54	21,240.00
St. Mary's	457	3.09	18,540.00
Somerset	389	2.63	15,780.00
Talbot	339	2.29	13,740.00
Washington	812	5.48	32,880.00
Wicomico	598	4.03	24,180.00
Worcester	579	3.90	23,400.00
 Total	14,810	100.00	\$600,000.00

The County Commissioners of the several counties have each year been notified of the amount of money to be contributed by them toward the Lateral Road Fund and as heretofore, they have made prompt remittance and in all other ways cooperated with the Commission in carrying out a program for road improvement.

The "Bridge and Grade Crossing Loan of 1924," authorized amount of \$900,000 or \$300,000 for each of the years 1924, 1925, and 1926, less the 20% for Baltimore City was used by the Commission principally for the construction of modern "two-way" bridges which replaced the dangerous and obsolete type of "one-way" bridges.

Tables showing the detail of expenditures of these funds will be found in this report. Budget items for "Maintenance and Reconstruction" are treated under separate paragraphs.

The activities of the Commission during the period covered by this report are fully dealt with under the head of "Operations."

OPERATIONS

Construction, Maintenance and Reconstruction

The period covered by this report was one that presented no abnormal conditions so far as the construction of roads is concerned. The price of roads remained about constant and there were sufficient contractors available to do the work within the time specified. If there was any outstanding feature, it was the improvement in the actual construction of the roads themselves. There has been no general change in specifications, but they have been revised annually to provide for modifications, which experience has shown to be desirable and necessary. It is safe to say that the new construction of today is materially better than that of any previous period and that there has been a constant improvement from year to year.

The new roads are generally constructed of Portland cement concrete, though there have been a few sections constructed of asphaltic concretes on concrete bases, more to see the effect of this under traffic than for any inherent belief that they are superior to cement concrete. Reconstruction of old macadam roads where the base was composed of a considerable amount of stone has been resorted to with very excellent results. Indeed, it is the belief of the Commission that macadam roads surface treated give very excellent results as a wearing surface, but it is difficult, if not impossible, to build new macadam roads unless the old base already exists.

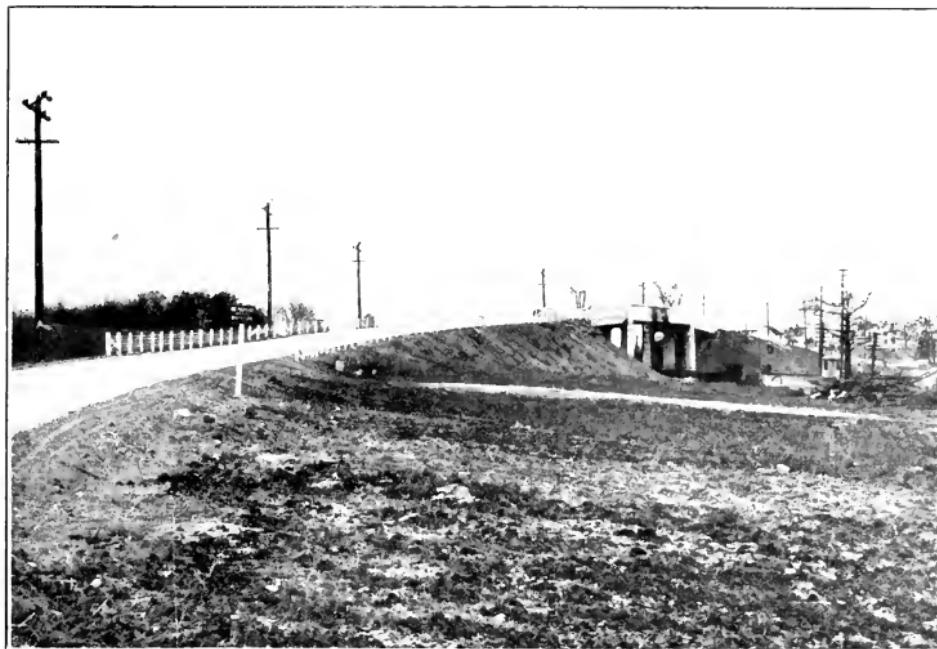
Some of the early concrete roads will very shortly need reconstruction on an extensive scale. To date a great deal of this has not been necessary. The Commission has used all of the available types of bituminous surface coats to determine what can best and most economically be used when reconstruction becomes necessary.

The outstanding achievement of the period covered by this report is the widening of the narrow roads so as to provide for the additional traffic brought on them. This has generally been done by the construction of concrete shoulders, a method familiar to all of the readers of this report, and which has been found to be entirely satisfactory. Judging by the enormous demands for widening of roads by the construction of concrete shoulders which reach the Commission, we are safe in saying that the program of building approximately 100 miles of shoulders per year is not keeping up with the demands for this service, but in the opinion of the Commission, is keeping up with the actual needs. The increase of traffic on the roads in Maryland has been steady and constant. The

SEVENTEENTH, EIGHTEENTH, NINETEENTH

Table Showing Mileage, Types of Construction, Total Awards and Average Cost per Mile, for Fiscal Year Ending September 30, 1924

Type of Surfacing	Const. Previous to 10-1-23	Carried over from 9-30-23	Awd from 10-1-23 to 9-30-24	Const. to 9-30-24	Carried over to fiscal year 1925, to 9-30-24	Total Const. to 9-30-24	Total cost 1924 awards	Avg. cost per mile 1924 awards
Macadam	978.66	14.65	20.58	25.54	9.69	1004.20	\$ 347,937.42	\$16,906.58
Concrete	680.90	56.90	94.46	87.07	64.29	767.97	2,817,506.39	30,145.10
Bit. Conc.	28.19	...	...	...	...	28.19	...	...
Shell	73.55	...	...	...	...	73.55	...	...
Gravel	274.69	34.06	26.38	34.90	25.54	309.59	267,297.22	10,132.57
Brick	7.09	...	...	.65	.65	7.74	46,930.00	72,200.00
Asphalt	52.46	1.86	3.02	3.56	1.32	56.02	283,987.25	94,035.51
Total	2095.54	107.47	145.09	151.72	100.84	2247.26	\$3,743,658.28	...
Mac. Resur. on Rds. Pre. Const.	3.33	...	...	...	...	3.33	...	...
Asphalt Resur. Rds. Pre. Const.	15.96	...	...	...	...	15.96	...	...
Cone. Sho. Adj. to Rds. Pre. Const.	116.53	4.22	27.62	24.07	7.77	140.60	\$306,140.60	\$11,084.02
Grading Only	7.89	.68	...	.68	...	8.57	...	...
Grand Total	2239.25	112.37	172.71	176.47	108.61	2415.72	\$4,099,798.88	...



GRADE CROSSING ELIMINATION BY OVERHEAD BRIDGE AT STEPNEY ON
THE BALTIMORE-PHILADELPHIA ROAD.



THE MOTORIST IS GIVEN AMPLE WARNING ON APPROACHING RAILROAD CROSSINGS
BY LONGITUDINAL AND TRANSVERSE SURFACE MARKING
SUPPLEMENTING OTHER WARNING SIGNALS.

annual levy on motor vehicles for maintenance and reconstruction purposes has not increased for years.

In 1922, the Legislature substituted a tax on motor fuels in part for the registration fee. The amount produced by the tax on fuels exactly equals the reduction in the registration fee, so that the total amount received from automobiles, and consequently, the average amount paid by each automobile, is the same with the combined registration fee and gas tax as it would have been had the registration fee remained unchanged and the gas tax not been levied. It seems probable that the funds raised from the existing tax on motor fuels and the registration fee will be sufficient for the maintenance and reconstruction of roads for several years to come. If the roads in the first instance had been built of sufficient width to carry the traffic of today, and no widening was necessary from these funds, the amount would be more than necessary to care for normal maintenance. However, because of the narrow width to which the roads were constructed, this widening becomes necessary, and the cost of it averages about \$15,000 per mile. Up to the point where widening becomes necessary, the increased cost of maintenance of the road is but a small portion of the increased number of vehicles going over it. However, there comes a time when a road of, say, 15-foot width, will not carry the traffic to which it is subjected, so that the widening of this road becomes necessary, and of course, this very greatly increases the cost of maintenance, reconstruction and widening of this section of road. Since the cost of this widening is many times the cost of annual maintenance and since the need for it is brought about by a relatively small increase in number of cars using the road, it becomes apparent that the added revenue from the added number of cars is not sufficient to care for the abnormal increase in maintenance cost, brought about by the widening. It seems probable, though, that even with the widening which is demanded by the increased traffic, the levy per automobile now imposed will be sufficient to care for the maintenance and reconstruction of the roads for several years to come.

The mileage of new roads added to the system is about 150 miles per year under the existing program and the number of miles of shoulders is about 100. It is the belief of the Commission that if the shoulder program of approximately 100 miles of road per year can be carried out for the next ten years that the State road system will be in very much better physical condition than it is at the present time and that it will more adequately meet the demands of traffic.

The experience in widening the roads which have been previously constructed to a width of 15 feet has proven the wisdom of the construction of these roads of narrow width. The cost per area for the widening is no greater today than it would have been at the time of construction. By constructing the roads of lesser width than many of the citizens think desirable, the State Roads Commission has been able to extend the system to a much greater extent than otherwise, to give a service to a much larger number of people and is now able to widen these roads to an adequate width with no greater cost per area than if the greater width had been added 10, or 15 or even 20 years ago. Indeed, the Commission feels that the policy of building narrow roads, but ones which are capable of being widened, has been the prime reason for Maryland's being today one of the best roaded States in the Union. The policy of giving the maximum adequate service to the maximum number of people has been amply demonstrated as both wise and popular with the people of Maryland.

One of the greatest sources of inconvenience and annoyance to the traveling public has been the surface treating of macadam roads. This is necessary for the preservation of the roads and is one of the things of which the public has been reasonably tolerant in the past. In line with the Commission's policy of rendering the maximum service at the minimum of inconvenience, the surface treatments have all been completed in the early spring before any tourist traffic begins and when the traffic on the State roads is at the minimum. We find that this is the most satisfactory time for the treatment of the roads, that traffic can go over them with safety and satisfaction much quicker than formerly, and that it is a policy which has given very general satisfaction to the people who use these highways. So satisfactory has been this service during the period of this report that criticisms and complaints reaching the Commission have been negligible, whereas ten years ago they were very considerable in number.

The Commission has undertaken a system of signs, signals and safety devices on the State roads which is superior to any similar service rendered by any other highway department. During the coming summer, the highways will be numbered for further convenience of the tourist, and to a limited extent, of the local people, but this numbering of highways will not in any way supersede, but will only add to the already comprehensive system of signs and signals which exist.



STRAIGHT BLADE PUSHER TYPE SNOW PLOWS KEEPING
NATIONAL PIKE OPEN TO TRAFFIC.



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Table Showing Mileage, Types of Construction, Total Awards and Average Cost per Mile, for Fiscal Year Ending
September 30, 1925

Type of Surfacing	Const. Previous to 10-1-24	Carried over from 9-30-24	Awarded from 10-1-24 to 9-30-25	Const. 10-1-24 to 9-30-25	Carried over to 10-1-24 fiscal year 1926	Total Const. to 9-30-25	Total cost 1925 awards	Avg. cost per mile 1925 awards
Macadam	1004.20	9.69	16.23	17.53	8.39	1021.73	\$ 230,426.30	\$14,197.55
Concrete	767.97	64.29	82.96	119.33	27.92	887.30	2,455,734.35	29,601.42
Bit. Conc.	28.19	....	....	....	....	28.19	....	....
Shell	73.55	....	....	....	....	73.55	....	....
Gravel	309.59	25.54	32.23	40.13	17.64	349.72	312,474.05	9,695.13
Brick	7.74	....	....	....	....	7.74	....	....
Asphalt	56.02	1.32	5.40	4.77	1.95	60.79	583,762.40	108,104.14
Total	2247.26	100.84	136.82	181.76	55.90	2429.02	\$3,582,397.10	....
Mac. Resur. on Rds. Pre. Const.	3.33	....	....	....	....	3.33	....	....
Asph. Resur. on Rds. Pre. Const.	15.96	....	0.96	0.96	....	16.92	\$22,412.00	\$23,345.83
Ky. Rock Asph. Resur. on Rds. Pre. Const. ....	....	....	1.00	0.35	0.65	0.35	11,000.00	11,000.00
Animesite Resur. on Rds. Pre. Const. ....	....	....	2.00	2.00	....	2.00	30,000.00	15,000.00
Cone. Sho. Adj. to Rds. Pre. Const.	140.60	7.77	110.65	100.82	17.60	241.42	945,275.83	8,542.94
Grading Only	8.57	....	0.65	0.65	....	9.22	16,320.00	25,107.69
Grand Total	2115.72	108.61	252.08	286.54	74.15	2702.26	\$4,607,404.93	....

The value of the signs and of the widening of the roads as a means of safety is very well demonstrated by the record of the accidents which happen along the State roads. The number of fatalities has not increased on the State road system in the last three years, despite the fact that in that time there has been a very considerable increase in the mileage of State roads and in the number of vehicles using these roads. The traffic on many of the State roads has increased 50% in the period of this report, and the average on all the roads is very nearly this figure, so when we take into consideration the added number of automobiles and the added mileage of State roads, it shows that the fatalities have been decreased on the State roads more than 50% despite the fact that the fatalities in Maryland from street and highway accidents has greatly increased in this time.

The problem of snow and its removal has been dwelt upon in previous reports. It is only necessary to say here that the method and organization have been perfected each year until we are now able to keep the entire State highway system ready for travel at all times, and it is interesting to note the continued low cost of this service in comparison with its benefits. It has been thoroughly demonstrated that the cost of snow removal is not as great as the cost of repairing the damage due to the snow remaining on the roads during the winter season.

The fact that a large part of the mileage of State roads is very much congested on Saturdays, Sundays and holidays forces the conclusion that the regulation of traffic at these times is necessary. Indeed, the Commission is convinced that the traffic on the highways must be regulated so as to make the roads render the maximum service to the maximum number. With the great cost of road construction and of road maintenance, the present problem in road administration is the adequate use of these highways after they are constructed. It seems quite clear to the Commission that the regulation of this traffic is the first step toward the adequate use of the highways. Indeed, the number of motor vehicles placed upon the highways each year is proportionately greater than the miles of highways which are added. The conditions of traveling, instead of becoming better, are becoming worse, due to the congestion on these roads, and the entire solution does not seem to lie in the building of more roads, but rather in the regulation of the traffic which goes over them. It is evident, however, that a number of the main highways of the State will become such heavy arteries of traffic, as time



BELAIR ROAD, BALTIMORE CITY, PAVED BY THE STATE ROADS COMMISSION OUT OF CITY ALLOTMENT OF STATE FUNDS.



MARYLAND IS NOTED FOR THE COMPREHENSIVE MARKING OF ITS HIGHWAYS. THE ABOVE TYPE DIRECTION AND DISTANCE SIGN IS CONSPICUOUSLY LOCATED AT EVERY ROAD INTERSECTION ON THE SYSTEM.

goes on, that widening beyond their present width will be necessary, and even today many of these roads should be widened and sidewalks established for the use of pedestrians.

The last Legislature made a small appropriation for the elimination of grade crossings and of one-way bridges on the main lines. It is hoped that this Legislature will make sufficient appropriation for the construction of bridges to eliminate all of the one-way bridges on the State roads, whether on the main lines or on the secondary roads, and that it will initiate some satisfactory grade crossing elimination plan. It takes no argument to convince anyone that the elimination of the grade crossings of railroads at State roads cannot long be postponed. The railroads for the most part, at the present time, are ready to undertake the elimination on the basis of 50% of the cost to be borne by the State and 50% by the railroads. The Commission believes that the State's one-half should be raised from the class of property which will be the beneficiary of this grade crossing separation, and since this is primarily the motorist, it has recommended that the tax on motor fuel be increased 1c to raise sufficient funds to meet the State's one-half of this expense. One cent per gallon will produce approximately \$1,000,000 annually, so that all the grade crossings on the State highways can be eliminated within the next ten years, it being estimated that the total cost will be about \$20,000,000. The adding of 1c per gallon to the 267,000 cars existing in Maryland will produce about \$1,000,000 annually, or less than \$4.00 per automobile. It is certainly not an exorbitant cost, in fact, it is not an appreciable amount over and above the cost of operation of motor cars at the present time.

The motorists of this State have generally responded to any call for added funds when these funds were going to be used for road service. Because Maryland enacted a relatively high tax a few years ago, it is able today to render a road service greater than any other State is rendering at a cost per automobile of less than any State in the Union with the exception of four or five. The Commission suggests this plan as the most equitable one to meet the situation, but it is perfectly willing for the Legislature to substitute for this any other plan which it believes to be better.

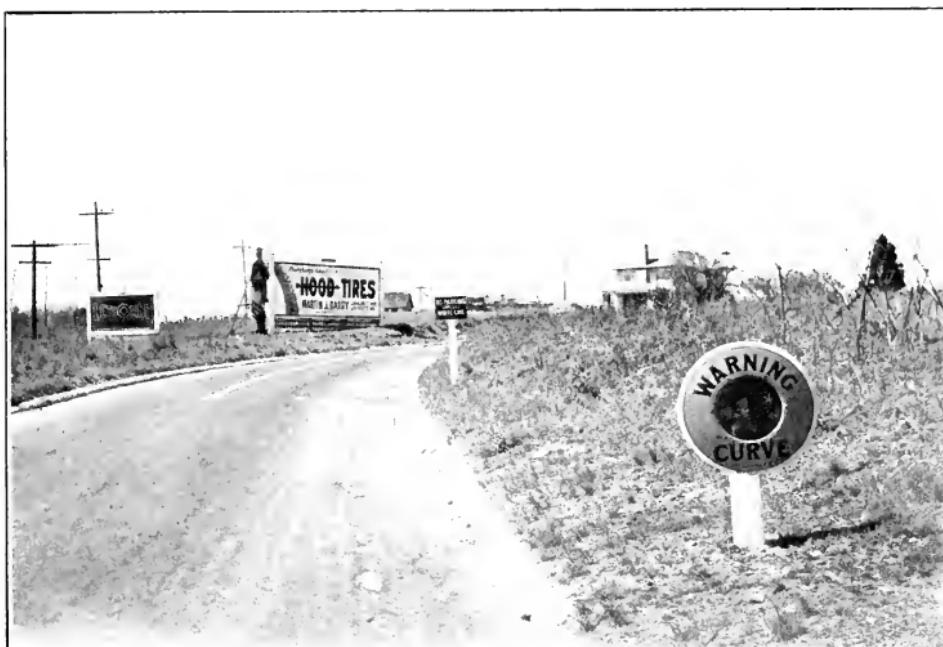
With the very heavy traffic existing on the main roads today, it is a source of menace to have pedestrians walking on the traveled way, yet there is no other place for them to walk. In the interest of the saving of human lives, the establishment of sidewalks on many of our roads should be undertaken promptly. The cost of establish-

STATE ROADS COMMISSION
Table Showing Mileage, Types of Construction, Total Awards and Average Cost per Mile, for Fiscal Year Ending
September 30, 1926

Type of Surfacing	Const. to 10-1-25	Carried over from 9-30-25 to 9-30-26	Awd. from 10-1-25 to 9-30-26	Const. over to 9-30-26 fiscal year 1927	Carried over to 9-30-26 fiscal year 1927	Total cost 1926 awards	Avg. cost per mile 1926 awards
Macadam	1021.73	8.39	12.22	15.60	5.01	1037.33	\$ 198,493.88
Concrete	887.30	27.92	67.45	65.90	29.47	953.20	2,058,312.76
Bit. Cone.	28.19	...	...	...	...	28.19	...
Shell	73.55	...	...	...	...	73.55	...
Gravel	349.72	17.64	22.62	24.51	15.75	374.23	191,276.29
Brick	7.74	...	...	...	...	7.74	8,456.07
Asphalt	60.79	1.95	3.41	5.36	2.29	63.86	371,322.50
Total	2429.02	55.90	105.70	111.37	52.52	2538.10	\$2,819,405.43
Mac. Resur. on Rds. Pre. Const.	3.33	...	1.91	1.91	3.33	...	...
Asph. Resur. on Rds. Pre. Const.	16.92	...	1.47	1.47	18.39	17,429.37	\$14,460.15
Ky. Rock Asph. Resur. on Rds. Pre. Const.	0.35	0.65	0.65	0.65	1.00	...	11,856.71
Amiesite Resur. on Rds. Pre. Const.	2.00	...	9.04	6.78	2.26	106,142.00	11,741.37
Conc. Sho. Adj. to Rds. Pre. Const.	241.42	17.60	83.35	91.07	9.88	756,005.65	9,070.25
Grading Only	9.22	...	2.15	1.43	0.72	10.65	29,478.00
Grand Total	2702.26	74.15	203.62	212.77	67.29	2912.68	\$3,756,079.35



THE FLASHING LIGHTHOUSE SIGNAL WARNS MOTORISTS OF ALL DANGER POINTS ALONG THE NATIONAL PIKE.



EVERY DANGER POINT ON THE ENTIRE STATE ROAD SYSTEM IS UNIFORMLY MARKED WITH EITHER THE ABOVE TYPE REFLECTOR WARNING SIGNAL OR THE FLASHING LIGHTHOUSE.

ing a greater width necessary for this today would not be great, provided the land could be acquired at its worth, but as more and more buildings are constructed along the roads, the cost of this widening is going to be enormous, if not prohibitive, in a relatively few years. It seems to the Commission that the solution of this problem lies in some plan to prevent the occupation by buildings or structures of the land which will be needed for this widening in the future, so that when this acquisition becomes desirable, it will only be necessary to acquire the land itself and not the buildings which have been constructed on it.

The so-called "Philadelphia Plan" of condemnation, by which the erection of structures is prohibited, and if erected in the face of the prohibition of the Legislature, no compensation is allowed for them when the land is acquired for public purposes, seems to the Commission to be a satisfactory plan. Certainly, it would not be a great hardship in any case to prohibit the erection of buildings for sufficient width to provide for expansion on all of the roads of the State while the land is unoccupied, and in many cases, undeveloped. The Commission believes that such a measure, if enacted by the Legislature, would meet with the hearty response of the property owners all along the roads of this State. It is hoped that the Legislature will take this necessary step for the adequate growth of the State road system, and that it will also make some provision for the safety of the pedestrians along the main roads.

ROBERT CRAIN HIGHWAY

The Legislature of 1922 appropriated one million dollars (\$1,000,000) for the construction of a direct road from Southern Maryland to Baltimore City, which was officially designated the "Robert Crain Highway." The length of this highway is 31.5 miles and eight contracts totalling 24.9 miles have been awarded for this work. Construction has been completed from Benfield via Priest Bridge to a point 9.1 miles north of Upper Marlboro, and there is a 2.5 mile contract between the end of this section and Upper Marlboro that will be completed in the early spring, leaving a gap of 6.6 miles. The section from Upper Marlboro to the southern terminus near Mattawoman has been completed. The total cost of the contracts completed and the one now under construction is one million, seventeen thousand, nine hundred sixty three dollars and forty-six cents (\$1,017,963.46). The additional \$17,963.46 was derived from premiums on sale of bonds.

STATE ROADS COMMISSION

Table Showing Mileage and Types of Construction of State Roads by Counties, as of September 30, 1926

County	Mac.	Cone.	Bit. Cone.	Shell	Gravel	Brick	Asph.	Total
Allegany	69.91	25.49	....	....	1.12	40.33	0.65	95.40
Anne Arundel	23.82	46.20	....	....	....	....	2.23	114.35
Baltimore	94.90	73.33	8.29	....	....	....	15.96	192.68
Baltimore City	....	1.48	0.52	....	....	5.33	39.42	46.75
Calvert	....	....	....	....	1.00	54.78	....	55.78
Caroline	25.06	56.50	....	....	18.29	....	....	99.85
Carroll	61.60	59.15	....	....	....	....	....	120.75
Cecil	50.01	59.81	0.42	....	....	....	....	110.24
Charles	....	5.49	....	....	....	128.02	....	133.51
Dorchester	....	38.14	46.07	7.33	17.96	22.74	0.28	....
Frederick	....	122.25	52.10	....	....	....	0.38	132.52
Garrett	55.51	25.85	....	....	....	....	1.32	176.05
Harford	69.78	37.07	....	....	....	....	....	81.36
Howard	50.55	44.37	....	....	....	8.54	....	106.85
Kent	19.97	39.12	....	....	....	....	....	45.57
Montgomery	140.76	50.17	....	....	....	....	....	190.93
Prince George's	24.70	62.40	....	....	....	23.33	....	114.87
Queen Anne's	38.03	37.77	0.83	6.05	....	....	....	82.68
Saint Mary's	8.97	5.12	....	....	....	85.26	....	99.35
Somerset	12.27	28.38	7.47	4.73	....	....	....	52.58
Talbot	15.31	38.01	....	10.99	....	....	....	64.31
Washington	107.14	7.70	....	....	....	....	9.74	121.58
Wicomico	34.10	45.72	....	11.97	....	....	....	91.79
Worcester	32.99	58.10	....	....	....	....	....	91.09
Total Constructed	1095.77	905.60	24.86	*72.11	363.00	6.64	77.68	2545.66
Constructed by S. R. C. but not under S. R. C. Maintenance	15.82	1.69	0.52	61.59	1.41	5.33	39.42	125.78
Total under S. R. C. Maintenance	1079.95	903.91	24.34	10.52	361.59	1.31	38.26	2419.88

Asphalt Surfacing on Roads Previously Constructed—		CONCRETE SHOULDERS	
Baltimore	7.62	Allegany	15.62
Prince George's	4.60	Anne Arundel	11.79
Macadam Surfacing on Roads Previously Constructed—		Baltimore	32.93
Carroll	3.33	Baltimore City	0.74
Amiesite Surfacing on Roads Previously Constructed—		Carroll	16.36
Prince George's	4.72	Cecil	3.80
Wicomico	2.00	Dorchester	1.01
Kentucky Rock Asphalt Surfacing on Roads Previously Constructed—		Frederick	22.00
Montgomery	1.00	Harford	22.73
		Howard	32.74
		Montgomery	27.66
		Prince George's	31.22
		Talbot	8.39
		Washington	10.70
		Wicomico	6.67
		Worcester	11.78
		Total	256.14

Note:—This table includes county roads reconstructed to meet requirements of the State Roads Commission and taken over for maintenance.

It only shows mileage accepted and does not include completed portions of contracts not yet accepted.

* 4.36 Miles of Shell Road replaced by Concrete.

The last report to the Legislature stated as follows:

"The cost of the sections now under contract would indicate that the one million dollars originally appropriated will not be sufficient to entirely complete this project unless there is a very material decline in prices, which is not anticipated. It is estimated that it will take an additional two hundred and fifty thousand dollars to complete the project.

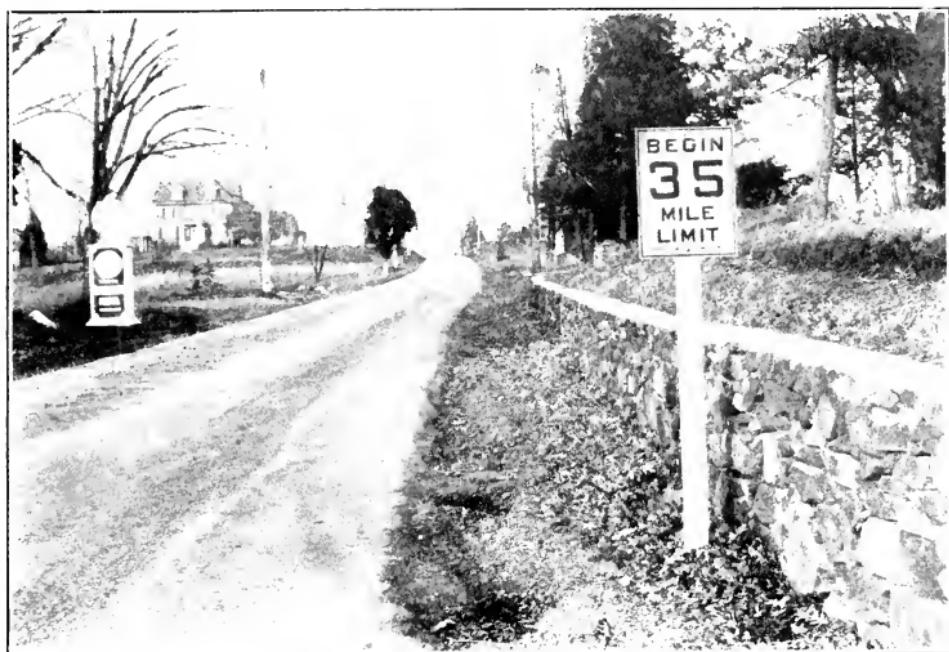
The nature of this highway, running as it does in a direct line between Baltimore, Upper Marlboro, and its southern terminus near Mattawoman, goes, for the most part, over relocation. The highway serves no benefits commensurate with the cost until it is completed for its entire length. For this reason, if sufficient funds are not provided for its completion, a large part of the funds previously expended will be unproductive until such time as it can be completed."

A bill will probably be presented to the Legislature for this amount.

ROAD SERVICE

Road Markers

During the summer of 1921, the Commission entered into a contract and completed the erection of clear and concise direction and distance signs at every needed point along Maryland's entire road system of 2500 miles. With these signs in place, a traveler entirely unfamiliar with the State may go wherever he pleases without fear of getting lost and without the use of maps. So completely have the State roads been marked that it is often said "It is more difficult for a traveler to get lost in Maryland than to find his way in any other State." These signs, after considerable experimenting, consist of wood, 20x30 inches, faced with metal and painted with three-inch white letters on a black background. They give not only the name of the road on which they are located but the direction and mileage to and from important points along it. At the limits of each of the large towns, 10x10 feet board maps have been erected, which clearly show the main routes through the town in white and the secondary routes in gray. These maps are so erected and oriented that it is an easy matter for a stranger to read them and follow the marked routes without getting lost. At each point where the road crosses the State boundary, a large board 15x25 feet has been placed, which gives concisely and in unmistakable language, the pertinent features of the State Motor Vehicle Law. On the top of each mountain in the western part of the State, there is a 10x10 feet sign



SPEED SIGNS, SUCH AS THIS, INDICATE TO THE MOTORIST THE
LEGAL AND SAFE SPEED.



THE CRAIN HIGHWAY IN PRINCE GEORGE'S COUNTY,
LOOKING TOWARD PRIEST BRIDGE.

48

instructing inexperienced mountain drivers how to handle their car to avoid not only damage to it but accidents to themselves. These signs are worded as follows:

STOP
Top of Mountain
Descend in Second Gear
Two Miles Down Grade
Don't Drag Brakes
Use only to Snub to Safe Speed
Negro Mountain. Elevation 2908 feet

Another contribution which Maryland has made to highway marking is the conspicuous posting of signs giving the legal speed limit for every mile of the entire system. These signs tell the traveler in unmistakable type, the permissible speed at which he may travel along that particular piece of road. If the motorist will read these signs and drive accordingly, there will be no fear of his being molested by traffic officers. These signs have attracted wide and favorable comment.

The year following the complete marking for direction and distance of the State road system, the Commission started to erect uniform warning signals at all danger points along the road. Today, this system is completed and if a driver is only reasonably careful and heeds the signals, it is almost impossible for accidents to occur. The color scheme for this marking is red for railroad crossings and road ends; yellow, for severe curves; a combination of half red and half yellow for intersections and cross roads, and purple for severe mountain grades on which it is necessary to descend in second gear. There are two types of signals used to mark the danger points; one is known as the flashing light-house and the other as the reflector signal, but their warning in both cases is unmistakable in that the color showing at night and the wording in day is the same for each class of danger.

Some of the other refinements in Road Service which the users of roads properly demand and receive today are the surface center line markings to indicate the position automobiles should take and keep on curves and at the top of grades, and the white-washing of telephone poles and all obstructions to aid night travel. These two things alone have greatly reduced accidents and that the motorists should have these requirements and this service is undeniable.

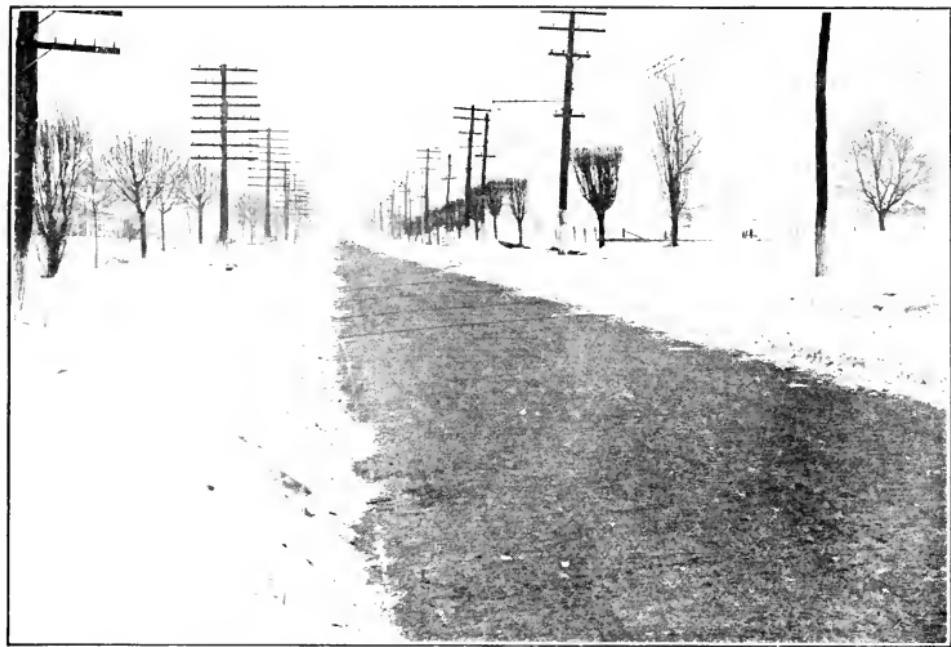
Snow Removal

The removal of snow from the highways of Maryland a few years ago was unheard of and if it had been considered, the cost would probably have made it impracticable. It became apparent to the State Roads Commission for roads to render the maximum service to the greatest number of people, they must be made usable for 365 days out of the year. They were not efficient as long as they were only seasonal roads. After considerable experimenting, it was demonstrated that the great amount of snow and hail that was allowed to remain on the road did much damage and it was further shown that the cost of removing the snow, at least on the main lines, would be entirely off-set by the cost of repairs to the surface in the spring. Therefore, in the winter of 1920-921, five hundred miles of road were kept open and free of snow and the experiment demanded its continuance. In 1921-1922, the snow equipment was doubled and has been steadily increased and been improved until during the winter of 1925-1926, the entire road system of 2500 miles was kept clear of snow and open to traffic every day. The following is the average depth of snow and the cost of removal by years:

1921-1922, 41 inches, \$82,000; 1922-1923, 22½ inches, \$20,000;
1923-1924, 33 inches, \$30,000; 1924-1925, 30½ inches, \$49,000;
1925-1926, 26½ inches, \$58,000.

Accidents

In its endeavor to intelligently determine where accidents occurred and their cause, the Commission developed in 1920 an intelligent accident survey of the State roads. Every accident which occurs on every mile of highway every day was reported on a printed form to the office of the Chief Engineer and immediately indicated by a colored pin on a large road map. As soon as several pins appeared at the same location, this particular point was inspected on the ground to determine what, if anything, could be done to prevent other accidents happening at the same point. It may be that the road needed widening, that the curve needed banking, or that trees or shrubbery should be trimmed or removed to improve vision. It frequently developed, however, that there was nothing physically to be done at the location, as it was, in most cases, a matter of careless driving. However, this accident information started six years ago helped considerably in making the roads better and safer for driving and has been instrumental in considerably reducing the



A TYPICAL VIEW OF A STATE HIGHWAY AFTER IT HAS BEEN CLEARED OF SNOW.



CHECKING WEIGHTS OF TRUCKS TO SEE THAT THEY ARE NOT OPERATED IN EXCESS OF THE LEGAL CARRYING CAPACITY.

number of fatalities. Since 1921, there has been little if any gain in the number of accidents and traffic has increased 100%.

Overloaded Trucks

Another service which is being rendered the people of the State is made possible by a law limiting the weight of loads on the highways and Maryland is different from many other States because it not only has the law but enforces it. It was shown during the World War that the roads were not only heavily used but severely abused and it was clearly demonstrated that unless some drastic action was taken to protect these roads from damage by thoughtless operators of heavy vehicles, there would soon be no roads to protect. Permanent scales have been installed at numerous points on the principal roads and in addition to this there are floating crews in different sections of the State equipped with portable scales so that the violator of the overloading law is almost sure to be caught and fined regardless of what road he uses or the hour of the day or night. It is conceded that this feature of road service alone has done a great deal to conserve the roads and avoid unnecessary and almost irreparable damage.

Camp Sites

As in many other matters, Maryland was the pioneer State of the East to foresee the need of and actually establish tourist camps along the highways. Experimentally in 1921, several camp sites were established and they rapidly proved to be not only a need but a necessity and the number of these camps was immediately increased until now there are nine free camps operated by the State Roads Commission along the highway system. These camps generally cover three or four acres and are well selected for shade and in a number of cases, along a picturesque river bank. They are sanitary and equipped with conveniences where the traveler can buy milk and food and where he can find tables, gas, oil, firewood, baths, toilets, stoves, electric lights, and swimming pools. Each year, these tourist camps are becoming more and more popular, the attendance heavier, and consists of visitors from almost the four corners of the globe. During July, August, and September, of 1925, 30,000 persons registered at the State-owned camps. Every State of the Union and the District of Columbia were represented and in addition tourist guests registered at the sites from Alaska, Canada, Panama, England, China, Japan, India and Scotland.

PLANS AND SURVEYS

R. M. REINDOLLAR, *Engineer of Surveys*

During the period of 1924-1926, the majority of the main highways having been completed, surveys were necessarily confined to lateral and spur lines, especially in Southern Maryland and on the Eastern Shore, where spur lines were surveyed into the various peninsulas formed by the Chesapeake Bay and its tributaries. In the central and western portions of the State, among the more important surveys is the Northwest Pike in Garrett County, running from Gorman at the Eastern Maryland-West Virginia line through Red House to the Western Maryland-West Virginia line. In the same county a survey was completed from the Keyser-Oakland road at Sand Flat through Mountain Lake Park to Kitzmiller to connect at this point with the West Virginia highway system. This survey included a grade elimination over the B. & O. Railroad at Altamont.

In Allegany County a survey was continued from Cresaptown to McCool, which, when constructed, will make a direct connection from Cumberland to Keyser and the south, at the same time opening up a productive section in Maryland along the Potomac Valley.

In Frederick and Carroll counties, the survey was completed between Libertytown and Eldersburg, which will give an alternate route between Baltimore and Frederick. The line from Westminster to Mt. Airy was also completed which will be an important highway and open up a productive farming section.

In Montgomery County the line from Damascus through Laytonsville to Olney will provide a parallel route between Ridgeville and Washington.

In Baltimore County the survey for the Baldwin-Sweet Air road was completed and from this route at a point near Baldwin, a line was run through Harford County to connect with the existing system at Jarrettsville.

Surveys for grade eliminations in addition to the one at Altamont were made at Ridgeville, Hyattsville, Silver Springs, Collington, Salisbury and Cordova. The Silver Springs elimination and those at Collington on the Defense Highway and Main street, Salisbury, have been completed.

The Commission has continued its policy of eliminating dangerous curves and grades on its completed system and various surveys have been made in this connection.

A complete survey with soundings was made along the ocean front at Ocean City to determine the action of the storms along the beach at this point.

The following tables give the number of miles of surveys and plans prepared for the period.

SUMMARY OF SURVEYS ON STATE ROADS, 1924-1926

YEAR	Miles of Preliminary Surveys Including Relocations	Miles of Reset Stakes, Recross Sections and Work of this Nature	Miles of Final Surveys
1924.....	176.69	86.99	196.24
1925.....	200.79	71.06	187.22
1926.....	184.31	49.48	248.82
Totals.....	561.79	207.53	632.28

TESTING LABORATORY

The Commission maintains a laboratory for the purpose of testing the materials used in the construction and maintenance of the roads and bridges. The laboratory is located in the basement of the Garrett Building, Redwood and South Streets, Baltimore, Maryland, and is equipped with apparatus to make chemical and physical tests on all road building material.

During the past three years, tests have been made on 1373 samples of cement, 622 samples of sand, 336 samples of gravel and crushed stone, and a large number of miscellaneous materials, including water, asphaltic oils, tars, lubricating oil, slag and others. These tests are made promptly and the results as to the acceptability of the materials are forwarded to those in charge of the work in order that construction may not be delayed.

CONSTRUCTION AND MAINTENANCE ACTIVITIES BY DISTRICTS

1924-1925-1926

In order to handle the construction and maintenance work of State roads, the State has been divided into seven sub-divisions, or districts, of from two to six counties each, with a District Engineer living at a central point in each district, responsible for all work therein.

The Cumberland District, with headquarters at Cumberland, comprises all of Garrett, Allegany and Washington counties, and that portion of Frederick County west of Frederick. The work in this district is in charge of Mr. L. T. Downey.

The Frederick District, includes all of Frederick County, except the section above described in the Cumberland District; all of Carroll County; all of Howard County, west of, but not including the Baltimore-Washington Boulevard; that portion of Montgomery County lying north and west of a line drawn from Glenn through the western limits of Rockville; and the Black Rock Road and that portion of the Reisterstown Road west of Reisterstown in Baltimore County. The headquarters of this District is located in Frederick, in charge of Mr. W. F. Childs, Jr.

The Upper Marlboro District, with Upper Marlboro as headquarters, comprises those portions of Montgomery and Howard counties not described as part of the Frederick District, all of Prince George's, Charles, St. Mary's, and Calvert counties, and that portion of Anne Arundel County south of South River. Mr. E. G. Duncan is the District Engineer for this section.

The Baltimore City District, in charge of Mr. Edwin Friese, comprises all of Baltimore City, that portion of Baltimore County between the Howard County and the Baltimore City lines, south of and including the Frederick Road, and that portion of Anne Arundel County north of South River. The work in this section is directed from the State Roads offices in the Garrett Building, Baltimore.

The Baltimore County District includes all of Harford County and all of Baltimore County, except those portions included in the

Frederick District and the Baltimore City District aforementioned. Mr. D. P. Campbell is District Engineer of the territory, with the main office of the Commission as his headquarters.

The Eastern Shore is divided into two districts, with headquarters at Chestertown and Salisbury. Mr. A. F. Shure is in charge of the Chestertown District, and has under his jurisdiction Cecil, Kent, Queen Anne's, Talbot, and Caroline counties, except about 660 feet of the Preston-Linchester Road, adjacent to the Dorchester County line.

The Salisbury District includes Dorchester, Somerset, Wicomico, and Worcester counties, and the above mentioned 660 feet of road in Caroline County near Linchester. Mr. P. A. Morison is the District Engineer in charge.

A brief resume of the construction and maintenance activities in these Districts follows.

SALISBURY DISTRICT

No. 1

P. A. MORISON, *District Engineer*

DORCHESTER COUNTY

Construction

During the past three years from 1924 to 1926, inclusive, there has been built 11.57 miles of concrete roadway, of which 5.24 miles are 15 feet wide and 6.33 miles are 9 feet wide with a 3-foot shell shoulder on each side. The 9-foot road was built towards Hooper's Island and Lakesville. This road now connects up with a very good shell road thereby making a hard surfaced road from Cambridge to both Lakesville and Hooper's Island. On the route from Vienna towards Rhodesdale, there has been constructed, during this period, 2.34 miles of 15-foot concrete roadway which eliminates two dangerous grade crossings over the B. C. & A. Railroad tracks. The greatest sources of danger on the State Highway in Dorchester County were two right angle turns which have been eliminated by the construction of .31 miles of concrete road 18 feet wide on a relocation just east of Hurlock. The concrete surfacing on the Cambridge-Lloyds route has been extended to 5.81 miles from Cam-

bridge. On the Eldorado-Federalsburg route there is now 4.51 miles connecting up with a shell road which gives a hard surface road to Federalsburg.

Reconstruction

The concrete section of the road from East New Market to Cambridge, which is the heaviest traveled road in this county, has been widened by the addition of a 3-foot concrete shoulder which now makes this roadway 17 feet wide.

Maintenance

There are now under maintenance in Dorchester County 96.95 miles consisting of 53.71 miles of concrete and bituminous concrete, 37.83 miles of stone macadam, 5.13 miles of shell macadam and .28 mile of vitrified brick. There has been no extraordinary maintenance, however, there have been quite a few of the most dangerous curves widened and banked to eliminate sources of accidents. The bridge connecting East and West Cambridge over the Cambridge Creek has been taken over for maintenance by the Commission. The roads in this county are being taken care of by five patrolmen, averaging 19.37 miles each, and the bridges by two bridge-tenders.

WICOMICO COUNTY

Construction

The work in Wicomico County during the past three years has consisted of the building of 12.62 miles of concrete roads, of which 11.20 miles are 15 feet wide and 1.42 miles are 18 feet wide. The road from Salisbury to Nanticoke has now been extended to connect up with a very good piece of shell road, which now gives a hard-surfaced road as far as Nanticoke and has eliminated the necessity of using the worst dirt road in this county. The town of Quantico has been connected to the State Roads System by the construction of a road through that town. The road from Salisbury to Snow Hill within the limits of Wicomico County has been completed with the exception of .56 mile. Two and twelve-hundredths miles of concrete road have been built from Pittsville towards the Delaware line. The most important construction in this county was the extending of East Main street in Salisbury under the tracks of the N. Y. P. & N. Railroad and connecting up with the Ocean City State



A SECTION OF THE SALISBURY-OCEAN CITY ROAD IN WICOMICO COUNTY WIDENED BY THE CONSTRUCTION OF CONCRETE SHOULDERS AND RESURFACED WITH AMIESITE. THIS TYPE OF RESURFACING IS BEING USED EXPERIMENTALLY ON WORN OUT CONCRETE ROADS.



A TYPICAL VIEW ALONG THE PRINCESS ANNE-DEAL'S ISLAND ROAD, MOST OF WHICH IS ONLY THREE FEET ABOVE SEA LEVEL. TIDEWATER MAY BE SEEN IN THE SIDE DITCHES.

road. The entire work was done by the State Roads Commission, and the overhead crossing was paid for on a 50-50 plan with the Railroad Company. This improvement is a great benefit to the traveling public as well as to the City of Salisbury.

Reconstruction

There has been built on the Ocean City road between Salisbury and Parsonsburg 4.65 miles of 3-foot concrete shoulder, which is along a 14-foot concrete roadway, now making this road 17 feet wide. From Parsonsburg to Willards there has been built 6.50 miles of 2-foot concrete shoulder on both sides of the road and the old concrete highway resurfaced with amiesite. This now makes an 18-foot highway. The widening and strengthening of this road has materially reduced upkeep.

Maintenance

The total mileage of roads under maintenance in this county is 83.50, composed of 49.31 miles of concrete, 5.65 miles of bituminous mixture, on broken stone base, and 28.54 miles of stone macadam. The Commission has taken over from the Wicomico County Commissioners for State maintenance 1.50 miles on the Meadow Bridge Road and 1.27 miles on the Hebron Road. Both these roads are of macadam construction. The Main Street Bridge in Salisbury over the Wicomico River was taken over in April, 1924, by the Commission for maintenance and during the breaking of the milldam in August, 1926, this bridge was damaged beyond repair and it is to be replaced in the coming year by a modern draw bridge. The maintenance in this county is being taken care of by seven patrolmen, averaging 11.94 miles each and this work is supplemented by gangs when necessary.

SOMERSET COUNTY

Construction

The concrete road from Princess Anne to Deals Island has now been completed as far as Dames Quarter, which connects up with a fair shell road into Deals Island. This has made it possible for traffic to reach Deals Island all the year. There has been built .88 miles of road from Crisfield to Lawsonia and 1.00 miles from Westover towards Fairmount. This makes a total of 5.82 miles constructed in the years of 1924 to 1926, inclusive.

Maintenance

The maintenance in this county consist of 54.76 miles of road, of which 37.76 miles are concrete, 12.27 stone macadam and 4.73 shell macadam. The maintenance is taken care of by five patrolmen, making an average of 10.95 miles each and the bridge is taken care of by one bridge-tender.

WORCESTER COUNTY

Construction

The road from Snow Hill towards Salisbury has been extended in the past three years 4.58 miles making a total of 6.98 miles completed on this route in Worcester County. There yet remains to be built 3.76 miles to reach the Wicomico County line. This road will be of tremendous benefit when completed as it will cut the distance of improved road from Salisbury to Snow Hill from 40 to 18 miles. The road from Snow Hill to Public Landing has been started and there has been built 2.86 miles. Within the town limits of Berlin 1.49 miles of concrete road was built together with 1.00 mile from the city limits of Berlin towards the Sinepuxent Bay. The total number of miles constructed in this county from 1924 to 1926, inclusive, are 12.29. During 1924 there were three new jetties built at Ocean City along the beach. These jetties were 250 feet long. They became necessary to protect property as Ocean City developed and are doing very great work towards this end.

Reconstruction

The road from Snow Hill to Berlin, which is of stone macadam construction, 12 feet wide and started in 1908, has become inadequate to take care of the present-day traffic so five miles of this road has been widened to 16 feet by building 2-foot macadam shoulder on either side and has proven a very satisfactory method of widening macadam roads in this district. The Salisbury-Ocean City highway in Worcester County for a distance of 12.00 miles has been widened by the addition of a 3-foot concrete shoulder, now making this a 17-foot road and this is amply wide to take care of the traffic at all times except on holidays during the summer season at Ocean City.

Maintenance

There are now under State maintenance 92.96 miles of improved highway of which 62.28 is concrete and 30.68 is macadam. The county reconditioned the street through Stockton and the Commission accepted it for maintenance. The maintenance in this county is taken care of by seven patrolmen averaging 13.28 miles each and one bridge-tender.

CHESTERTOWN DISTRICT**No. 2**

A. F. SHURE, *District Engineer*

CECIL COUNTY

Construction

In this county 12.44 miles of road has been completed. On the Post Road 2.12 miles of 16-foot concrete surfacing was built between Elkton and the Delaware State line and, by the construction of a three-span concrete girder bridge on this road at the town limits of Elkton to replace an old wooden one-way structure, a quicker and safer highway has been provided for the traffic between Elkton and Wilmington.

The two very dangerous curves at the Bacon Hill overhead crossing were eliminated by a series of wide banked curves of concrete surfacing one-half mile in length and ranging from 18 to 24 feet in width.

Elkton has been connected with the main highway between Sylmar and Conowingo through the northern part of the county by the construction of 5.28 miles of 15-foot concrete surfacing to fill the gaps that existed between Elkton and Fair Hill and also between Fair Hill and Calvert.

By the construction of .4 of a mile of 15-foot highway near the southern limits of Rising Sun, which eliminated a most objectionable grade and rough section of roadway and by the building of 1.27 miles of 15-foot surfacing leading east out of Port Deposit toward Woodlawn, the West Nottingham Academy and the outlying Rising Sun and Port Deposit districts can be reached without passing over objectionable sections of roadway.

The road between Singerly and Bay View which originally was built by State aid has been restored by the construction of 1.91 miles of 15-foot penetration macadam surfacing, providing a modern highway for an outlet from the Bay View vicinity.

In the extreme northeastern part of the county, .21 of a mile of 15-foot surfacing was built to provide a connection between Newark, Delaware and the Lincoln Highway through Pennsylvania.

The .56 of a mile of 15-foot surfacing for the north and south approaches to the bridge just recently built over the Chesapeake and Delaware Canal by the War Department at Chesapeake City eliminates four right angle and most objectionable curves, a one-way bridge over the canal and a dangerous and objectionable wooden structure over Back Creek.

The main street running north and south through the town of North East was completed to the town limits by the construction of .19 of a mile of 15-foot concrete surfacing.

Maintenance

There are 111.5 miles of State highway under maintenance in this county. During the past three years, 12.4 miles have been added by construction and .5 of a mile of macadam surfacing between Rock Run and Liberty Grove has been taken over from the county as this is a part of the improved highway between Port Deposit and Liberty Grove. In this total mileage there are 62.1 miles of concrete surfacing and 49.4 miles of macadam.

The maintenance is taken care of by sixteen patrolmen, equipped with single teams. Two trucks, two chauffeurs and two additional men are employed regularly to take care of the work that the patrolmen cannot handle.

In 1924, 21 miles of macadam surfacing were oiled. In 1925, 7.8 miles were oiled and in 1926 the Commission oiled 13.61 miles.

Seven and twenty-nine-hundredths miles of concrete surfacing on the Post Road between Elkton and Perryville has been widened from 14 to 17 feet.

An unimproved gap, 1100 feet in length in the surfacing of the Post Road near the west limits of Elkton, owing to the proposed grade crossing elimination over the Pennsylvania tracks at this point, has been temporarily improved with penetration macadam 18 feet in width.



A SECTION ALONG THE MILLINGTON-SUDLERSVILLE ROAD
IN QUEEN ANNE'S COUNTY.



A VIEW ALONG THE ROAD BETWEEN RISING SUN AND FAIR HILL IN CECIL COUNTY.

Two most objectionable right angle curves between Elkton and Chesapeake City, known as Knight's Corner and Back Creek curve, have been eliminated and an objectionable break in the State highway between Chesapeake City and Mt. Pleasant, at the point where the Mt. Pleasant road joins with the Chesapeake City-Cecilton road, has been removed by approximately 150 feet of penetration macadam.

KENT COUNTY

Construction

In this county, 10.83 miles of improved highway have been completed during the past three years and at the end of the 1926 working season one-half of a mile of concrete surfacing remains to be laid in order to complete all of the contracts awarded during this period.

The principal construction was between McLean's Corner and Tolchester, connecting the Kent County terminus of the Tolchester ferry with the Chestertown-Rock Hall road with 3.35 miles of 15-foot concrete surfacing.

An effort has been made in this county to connect the outlying thickly populated sections of county with the main highways and considerable 9-foot concrete surfacing has been built with a 3-foot shoulder of shell or stone along each side, providing a 15-foot serviceable highway.

Between the Chestertown-Rock Hall State highway and Crouch's Wharf, the section known as Piney Neck, 3.28 miles of 9-foot surfacing has been built which provides a very suitable highway for this section of the county.

The Pomona and Quaker Neck districts have been connected with Chestertown by the construction of 1.97 miles of 15-foot concrete surfacing and this was extended by 1.95 miles of 9-foot concrete surfacing to Pomona, and on Queen Street which is the entrance to Chestertown from Pomona and within the town limits, .28 miles of concrete surfacing was laid 20 feet in width.

The work is now being extended into the Worton district by the construction of a road between Hopewell's Corner on the State highway and Worton. Nine-tenths of a mile of this work has been awarded and .44 of it completed.

Maintenance

The Commission is maintaining 59.5 miles of State highway in Kent County. Twenty and four-tenths miles of this is macadam and 39.1 miles is concrete.

During 1924 no oiling was done in the county. In 1925, 4.14 miles of macadam were oiled and in 1926 no oiling was done.

The maintenance in this county is handled by seven patrolmen with single teams. A truck equipped with chauffeur and an additional man is available when required.

Five and six-tenths miles of 12-foot surfacing between Chestertown and Galena has been widened with 3 feet of concrete. On this section there were thirteen particularly bad curves. All of these have been widened with concrete for a width ranging from three to eighteen feet and the vision has been cleared on the inside by the sloping of the banks and the clearing of fences, trees and undergrowth.

At Davis Hill between Locust Grove and Galena a one-way bridge was taken away and pipe used instead, providing a standard roadway width and at Urieville, between Chestertown and Kennedyville, a small iron bridge that had become rough and objectionable to traffic was removed and pipe substituted in its place.

QUEEN ANNE'S COUNTY*Construction*

In this county, 15.44 miles of State highway has been built during the past three years of which two miles were awarded in 1923, but completed in 1924.

The north and south road through the eastern section of the county by way of Ingleside and Sudlersville was completed by the construction of 6.04 miles of 15-foot concrete surfacing. This link provides a more direct north and south route for Caroline and portions of Queen Anne's and Talbot counties and for the western portion of Delaware.

During this period the southern portion of the Ruthsburg district of the county has been connected with the State highway at Queen Anne by the construction of two miles of 15-foot concrete surfacing between Queen Anne and Starr.

Two and seventy-six hundredths miles of 15-foot concrete surfacing has been added to the road between Centreville and Kent Island.

Between Centreville and Centreville Landing on the Corsica River .66 of a mile of 15-foot concrete surfacing has been built and .29 of a mile of 15-foot concrete surfacing was laid in Sudlersville to connect the several highways leading into the town and to connect these highways with the railroad station.

A secondary road was built connecting the town of Crumpton with the Sudlersville-Church Hill road at Dudley's Corner. This required the construction of 3.60 miles of 9-foot concrete surfacing with 3-foot stone and shell shoulders along each side, providing a 15-foot serviceable width.

Maintenance

There are 78.5 miles of State highway under maintenance in this county. Thirty-eight miles of this is macadam and 40.5 miles of concrete.

In 1924, 4.88 miles of macadam surfacing was oiled in this county. In 1925, 14.15 miles of oiling was done and in 1926, 5.68 miles of macadam were oiled.

The maintenance in Queen Anne's County is taken care of by nine patrolmen with single teams. A truck, chauffeur and an additional man is available when necessary.

In order that the connection between the two main north and south roads through the county might be of standard width the 9 and 12-foot sections of macadam between Church Hill and Sudlersville were widened to 15 feet, requiring a 6-foot macadam widening for a distance of 1.68 miles and a 3-foot macadam widening for 2.46 miles.

Three very objectionable curves have been eliminated on the road between Chestertown and Centreville. At Brown's corner a right angle and dangerous curve has been widened as much as 30 feet at the center. At Medical Hill the curve has been banked and the slope on the inside which obstructed the view has been flattened. The same has been done to a curve just north of the town limits of Centreville.

A small bridge at the north limits of Centreville, which limited the width of the roadway, has had the railing removed and by the use of pipe the roadway has been widened to the standard width.

TALBOT COUNTY

Construction

Talbot County has had 8.19 miles of road added to its highways during the past three years.

The Easton-Claiborne road, which is the approach to the Eastern Shore terminus of the Annapolis-Claiborne ferry, was completed in 1924 by the construction of 1.97 miles of 15-foot concrete surfacing.

On the road between Easton and Oxford, 4.09 miles of concrete surfacing has been built. Through the town of Oxford this was built for a width of 20 feet. The remainder is 15 feet in width. This leaves a gap of only 3.5 miles of uncompleted road between Easton and Oxford.

In Easton, Washington Street has been extended north a distance of .52 mile with 15-foot concrete surfacing to Kemp's gate which provides a more direct route into the town from the north and for those using the Claiborne road.

Aurora Street has been extended to the Easton-Trappe road with .29 miles of 15-foot concrete surfacing providing a more direct route into the southeastern part of the town from Trappe and Oxford.

A connection is now being provided between Queen Anne and Cordova. One and thirty-two hundredths miles of 15-foot concrete surfacing has been completed and .91 of a mile is now under construction of which .38 of a mile has been surfaced. This leaves a gap of two miles to fill in order to connect the two towns.

A 72-foot timber bridge, equipped with a sliding draw, has been constructed at Knapps Narrows connecting Tilghman's Island with the main land replacing an old timber structure.

Maintenance

The Commission is maintaining 55.7 miles of State highway in Talbot County. There are 16.2 miles of macadam surfacing and 39.5 miles of concrete.

In 1924, 4.44 miles of macadam surfacing were oiled. In 1925, 4 miles were oiled and in 1926 the Commission oiled 3.2 miles.

The maintenance is handled by seven patrolmen with single teams and the additional work is taken care of by a truck, chauffeur and an extra man.

Since the construction of the Easton-Claiborne road, by way of Oak Creek, the Commission has been maintaining 4 miles of shell surfacing leading through the town of Royal Oak in both directions. This is done to provide the residents of Royal Oak and those living in the Royal Oak district a satisfactory outlet to the State highway by way of Kirkham and Bassett's Crossing.

The 12-foot concrete surfacing leading from Wye Mills toward Easton for a distance of 4.95 miles has been widened to 15 feet and approximately 30 curves on the 8 miles of macadam leading from Easton toward Centreville have been widened from 3 to 7 feet with concrete.

To provide better transportation facilities between Annapolis and Claiborne an extension has been made to the Claiborne pier to provide for the docking of a double-end ferry boat now in operation. The pier-head has been widened from 30 to 50 feet and the approach from 20 to 28 feet.

CAROLINE COUNTY

Construction

During 1924, 1925 and 1926, 9.77 miles of State highway were placed under contract in Caroline County and the completed work amounts to a total of 9.32 miles. One and eleven-hundredths miles of concrete surfacing has been laid on the 1.5 miles contract now under construction.

Queen Anne, Hillsboro and Ridgely are now connected with Denton, the county seat, by the construction of 3.51 miles of 15-foot concrete between Hillsboro and Denton and 1.57 miles of 15-foot concrete between Ridgely and Long School House Corner on the Denton-Hillsboro road.

Federalsburg has been connected with the highway system of Delaware by the construction of two contracts, amounting to a total of 2.52 miles of 15-foot concrete surfacing. This connects the Maryland highway system with that of Delaware. Another connection between the highway system of the two States was made by the construction of 1.35 miles of 15-foot concrete surfacing at Burrsville.

The Bridgetown neighborhood, which is in the northwestern part of the county, is being connected with the county seat and after the completion of the 1.5 miles now under construction only two miles remains to be completed to carry the road to Bridgetown and the Queen Anne's County line.

Eighty-two hundredths of a mile of 15-foot concrete surfacing has been built from Preston south in the direction of Choptank which is a town in the southern part of the county on the Choptank River.

Maintenance

In Caroline County there are 81.4 miles of completed highway. This is maintained by ten patrolmen equipped with single teams. A truck equipped with chauffeur and an additional man is available when necessary.

No oiling was done in 1924. In 1925, 5 miles of macadam surfacing were oiled and in 1926, 2.5 miles were oiled.

At Williston, on the road between Denton and Federalsburg and where the road has been built on a mill dam, a wooden waste weir was removed and replaced with pipe and concrete walls to provide against a possible serious washout by the breaking of the dam around the old structure.

A number of curves have been widened in various parts of the county during the past three years but no extensive surface widening has been done.

UPPER MARLBORO DISTRICT

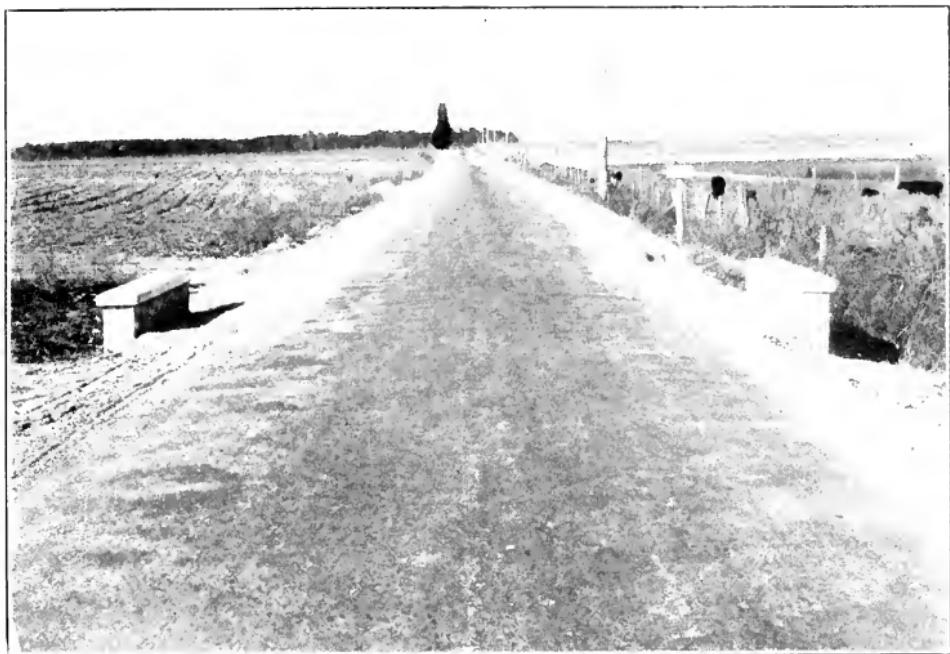
No. 3

E. G. DUNCAN, *District Engineer*

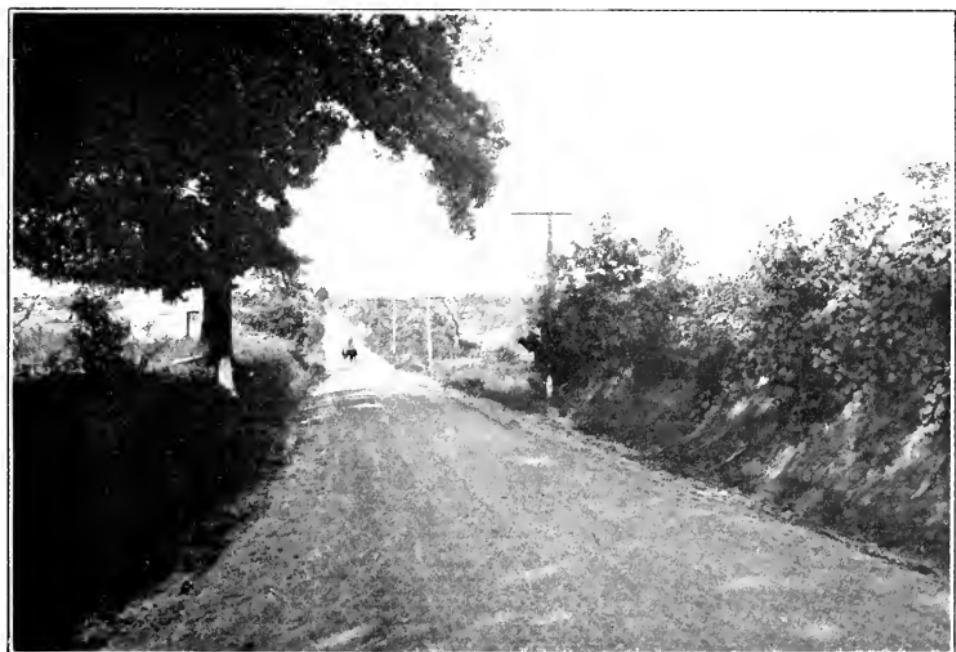
ST. MARY'S COUNTY

Construction

During the period from 1924 to 1926, inclusive, there has been built 33.10 miles of 15-foot gravel roadway. This mileage includes 8.96 miles on the Valley Lee Road, 5.08 miles on the Chaptico-Budd's Creek Road, 3.22 miles on the Chaptico-Maddox Road, 5.62 miles on the Hollywood Road, 1.0 mile on the Clements-Leonardtown Road, 1.51 miles on the Beauvue Road, 1.25 miles on the Pearson-Cedar Point Road, 1.2 miles on the Bushwood Wharf Road, 0.15 mile on the relocation at Morganaza, 1.22 miles on the Compton Road, 1.0 mile on the Miller's Wharf Road, 0.89 mile on the St. George's Island Road and 2.0 miles on the Three-Notch Road.



A SECTION OF SURFACE TREATED GRAVEL ROAD IN CHARLES COUNTY.



A SECTION OF GRAVEL ROAD NEAR BROOME'S ISLAND IN CALVERT COUNTY.

There is also under construction 2.48 miles of 15-foot gravel road as follows: 1.53 miles on the Chaptico-Clements Road which is about 40% completed, and 0.95 mile on the Jarboeville-Huntersville Road which is about 10% completed.

Maintenance

There is under maintenance in this county including the roads recently completed 110.1 miles of roadway, 16.88 miles of which are oil treated gravel road, 78.42 miles are gravel roads, 5.83 miles are 14-foot concrete, 8.97 miles are oil bound macadam. This maintenance is cared for by twenty patrolmen who use single teams whenever necessary and two floating gangs. All of the untreated gravel roads are thoroughly dragged with a truck and drag after every rain.

All wooden deck bridges have been redecked, the flooring laid longitudinally and iron work painted.

The oiling work by years follows:

In 1925, 118,976 gallons of tar were used on 16.9 miles of road; in 1926, 15,795 gallons of tar and 18,415 gallons of asphalt were used on 15.7 miles of road.

ANNE ARUNDEL COUNTY

Construction

The work in Anne Arundel County covered by this report does not include the whole county, but that portion which lies south of South River. During the period from 1924 to 1926, inclusive, there has been built 9.1 miles of 15-foot gravel roadway. This mileage includes 1.77 miles on the Davidsonville Road, 1.04 miles on the Tracey's Landing Road, 1.99 miles on the Shadyside Road, 2.67 miles on the Mayo Road and 1.63 miles on the Shadyside-Deale Road.

Maintenance

There is under maintenance in this portion of Anne Arundel County, including the roads recently completed, 41.52 miles of roadway, 26.53 miles of which are oil treated gravel and 14.99 miles of gravel. The maintenance is cared for by eight patrolmen who use single teams whenever necessary and one floating gang. All of the untreated gravel roads are thoroughly dragged with a truck and drag after every rain.

The oiling work by years follows:

In 1924, a total of 126,684 gallons of tar were used on 18.0 miles of road; in 1925, 63,360 gallons of tar were used on 9.0 miles of gravel road; in 1926, 66,000 gallons of tar were used on 26.53 miles of gravel road.

CALVERT COUNTY

Construction

During the period from 1924 to 1926, inclusive, there has been built 14.07 miles of 15-foot gravel roadway. This mileage includes 4.1 miles on the Broome's Island Road, 2.68 miles on the Holland Point Road, 4.28 miles on the Plum Point Road, and 3.01 miles on the Lower Marlboro Road.

Maintenance

There is under maintenance in this county 60.12 miles of roadway including the roads recently completed, 40.3 miles of which are oil treated gravel and 19.82 miles are gravel. The maintenance is cared for by ten patrolmen and two floating gangs, the patrolmen using single teams whenever necessary. All of the untreated gravel roads are thoroughly dragged with a truck and drag after every rain.

The oiling work by years follows:

In 1924, a total of 2346 gallons of tar were used on one mile of road and 21,114 gallons of asphalt were used on three miles of road; in 1925, a total of 273,387 gallons of tar were used on 37.5 miles of gravel road; in 1926, 101,412 gallons of tar were used on 41.21 miles of road.

HOWARD COUNTY

Construction

The work in Howard County covered by this report does not include the whole county, but does include all of the county lying east of the Baltimore and Washington Boulevard and the boulevard itself. During the period from 1924 to 1926, inclusive, there has been built 1.8 miles of penetration macadam on the Jessup Road, running from the Baltimore and Washington Boulevard to the entrance of the Maryland House of Correction.

Maintenance

There is under maintenance in this county 18.09 miles of roadway, 3.43 miles of which are 15 feet concrete, 1.80 miles are 15 feet penetration macadam, 4.31 miles are oil bound macadam and 8.55 miles are 15 feet gravel. The maintenance is cared for by four patrolmen.

All of the untreated gravel roads are thoroughly dragged with a truck and drag after every rain.

The oiling work by years follows:

In 1925, a total of 7506 gallons of asphalt were used on 3.8 miles of road.

BALTIMORE AND WASHINGTON BOULEVARD*Construction*

There is under construction at Laurel an arch bridge to replace the old one-way bridge which was at this point. This bridge when completed will have a clearance of 40 feet between handrails.

Maintenance

The maintenance of the Baltimore and Washington Boulevard in Prince George's and Howard counties, the distance of which is 28.85 miles, is taken care of by eight patrolmen and a floating gang.

The oiling work by years follows:

In 1925, a total of 25,138 gallons of asphalt were used on 15.3 miles of road.

PRINCE GEORGE'S COUNTY*Construction*

During the period from 1924 to 1926, inclusive, there has been built 34.36 miles of roadway, 11.17 miles of which are 15 feet gravel roadway and 23.19 miles are 15 feet concrete. This mileage includes 3.92 miles on the District Line-Silesia Road, 1.95 miles on the Laurel-Bowie Road, 2.13 miles on the Croome Road, 1.39 miles on the Forestville-Ritchie Road, 0.75 mile on the Defense Highway-Randle Station Road, 1.03 miles on the Crystal Spring Avenue, 13.33 miles of concrete on the Crain Highway, 5.95 miles of concrete on the Defense Highway, 1.44 miles of concrete on the Landover Road, 1.6 miles of concrete on the Edmonston Road, 0.87 mile of concrete on the Suitland Road.

There is also under construction 6.75 miles of roadway, 2.45 miles of which are 15 feet gravel and 4.3 miles are 15 feet concrete and located as follows: 1.65 miles of 15 feet gravel on the District Line-Silesia Road and is about 50% completed, 0.80 mile of 15 feet gravel on the Croome Road, which is about 65% completed, 0.5 mile of concrete on the River Road, which is about 20% completed, 1.31 miles of concrete on the Defense Highway which is about 85% completed and 2.49 miles of concrete on the Crain Highway which is about 90% completed.

Reconstruction

During the spring of 1925, 2.00 miles of the concrete on the Bladensburg end of the Defense Highway were topped with Bessonite. During the summer of 1925, 4.77 miles of 3-foot concrete shoulders were built on the Southern Maryland Road and the shoulders were backfilled with macadam. During the summer of 1926, 4.77 miles of 2-foot concrete shoulders were laid on each side of the Marlboro Pike and the old 14-foot concrete roadway was topped with Amiesite, which averaged a thickness of two inches. The backfilling of the shoulders with macadam was done by the State's maintenance forces.

Maintenance

There is under maintenance in this county including the roads recently completed, exclusive of the Baltimore and Washington Boulevard, 107.59 miles of road, 60.1 miles of which are concrete, 7.74 miles are oil treated gravel, 18.0 miles are gravel, 14.98 miles are oil bound macadam, 4.77 miles are Amiesite with a concrete base with 2-foot concrete shoulders on both sides, 2 miles are Bessonite with a concrete base. This maintenance is cared for by thirty patrolmen, who use single teams and carts whenever necessary and two floating gangs. All of the untreated gravel roads are thoroughly dragged with a truck and drag after every rain.

All wooden deck bridges have been redecked, the flooring laid longitudinally and iron work painted.

The oiling work by years follows:

In 1925, a total of 7359 gallons of asphalt were used on 3.5 miles of road; in 1926, 11,850 gallons of asphalt were used on 4.77 miles of road.

CHARLES COUNTY

Construction

During the period from 1924 to 1926, inclusive, there has been built 28.25 miles of 15-foot roadway. This mileage includes 9.17 miles on the New Market-Dentsville Road, 4.77 miles on the Mason Spring-Marbury Road, 5.01 miles on the White Plains-Pomfret Road, 4.66 miles on the Pomonkey-Marshall Hall Road, 2.64 miles on the Pomfret-Benville Road and 2.0 miles on the Newburg-Cooksey Road.

There is also under construction 5.41 miles of road which includes 0.66 mile of 15-foot concrete road at Rock Point which is about 50% completed, 2.75 miles of 15-foot gravel on the Benville-Berry Road which is about 65% completed and 2.0 miles of 15-foot gravel on the Beantown-Malcolm Road which is about 15% completed.

Maintenance

There is under maintenance in this county 140.76 miles of roadway including the roads recently completed, 47.43 miles of which are oil-treated gravel, 88.53 miles are 15 feet gravel, 4.78 miles 10-foot concrete roadway. This maintenance is cared for by thirty-two patrolmen and two floating gangs, the patrolmen using single teams whenever necessary. All of the untreated gravel roads are thoroughly dragged with a truck and drag after every rain.

All wooden deck bridges have been redecked, the flooring laid longitudinally and the iron work painted.

The oiling work by years follows:

In 1924, a total of 150,593 gallons of tar were used on 29.6 miles of road; in 1925, 186,108 gallons of tar were used on 38.0 miles of gravel road; in 1926, 74,212 gallons of tar were used on 31.62 miles of road.

MONTGOMERY COUNTY

Construction

The work in Montgomery County covered by this report does not include the whole county, but only that portion of it south of the Potomac River and east of a line running from the above river through Glenn to Rockville. During the period from 1924 to 1926, inclusive, there has been built 8.5 miles of roadway, 0.3 mile of which is water bound macadam, 0.72 mile of 20-foot concrete road-

way with a combination curb and gutter on one side, 2.09 miles of 15-foot concrete road and 4.94 miles of 15-foot penetration macadam. The 0.3 of a mile of water bound macadam is on Potomac Street in Rockville, 0.32 of a mile of 20-foot concrete roadway with combination curb and gutter on one side is at the Silver Spring under crossing, 0.4 of a mile of 20-foot concrete roadway with combination curb and gutter on one side was built through Silver Spring, 0.99 of a mile of 15-foot concrete roadway was built on the Colesville-Ashton Road, 1.1 miles of 15-foot concrete road were built on the Potomac-Seneca Road and 4.94 miles of penetration macadam were built on the Colesville-Ashton Road.

There is under construction 1.61 miles of 20-foot concrete roadway with combination curb and gutter on one side on the Rockville Pike, which is about 35% completed.

Reconstruction

During the past three years, there have been 29.0 miles of 3-foot concrete shoulders completed on both sides of several roads in Montgomery County, of which 2.3 miles were laid in the Chevy Chase Lake-Kensington Road, 6.0 miles on the Rockville Pike, 2.2 miles on the Forest Glen-Kensington Road, 7.5 miles on the Seventh Street Pike, 4.1 miles on the Rockville-Norbeck Road, 1.31 miles on the Brookville Pike, 1.5 miles on the Wheaton-Kensington Road, 1.0 mile on Sligo Avenue, .36 of a mile on Takoma Avenue, 2.0 miles on the Old Georgetown Road and 1.0 mile on Wilson Lane. In all cases excepting the Rockville-Norbeck Road, the backfilling was made with macadam and the work was done by the State's maintenance forces. On the Rockville-Norbeck Road, the backfilling was done by the contractor, who laid the concrete shoulders, and the material used was "Bessonite."

Maintenance

There is under maintenance in this county including the roads recently built 111.87 miles, 83.53 miles of which are oil bound macadam, 23.4 miles are concrete and 4.94 miles of penetration macadam. This maintenance is cared for by fifteen patrolmen and three gangs. These gangs in the past three years have spent two-thirds of the time in backfilling work.

The oiling work by years follows:

In 1924, a total of 82,983 gallons of asphalt were used on 40.7 miles; in 1925, a total of 45,087 gallons of asphalt were used on 22.3

miles; in 1926, 43,186 gallons of asphalt were used on 21.4 miles of road.

All wooden deck bridges have been redecked, the flooring laid longitudinally and iron work painted.

BALTIMORE COUNTY DISTRICT No. 4

D. P. CAMPBELL, *District Engineer*

BALTIMORE COUNTY

Construction

There was constructed in this county during the period of 1924 to 1926, inclusive, the following mileage of roads: 17.93 miles of concrete, 7.07 miles of macadam, 3.18 miles of asphalt resurfacing on old concrete road, and 24.47 miles of concrete shoulder.

The above concrete road construction was well distributed over the county. Four and eighty-three hundredths miles were built on the Falls Road above Shawan which will connect eventually with the Hereford to Hampstead Road at White House.

On the Old Court Road near Granite, .46 mile of relocation was built which eliminated a prohibitive grade and raised the elevation of the road above flood water of the Patapsco River. This gives a hard-surfaced road along the Old Court Road from the Carroll County Line to Towson.

Along the road from Bradshaw to Cockeysville was constructed 4.2 miles between Baldwin and Sweet Air which completes a hard-surfaced connection between the Philadelphia Road and the York Road through Kingsville, Fork and Baldwin.

From Chase toward Cowenton, 2.14 miles were constructed along the Ebenezer Road, thereby giving a hard-surfaced connection from Eastern Avenue to the Belair Road.

On the Joppa Road between the Belair Road and Harford Road, 2.43 miles were built which together with the Ebenezer Road mentioned above and several sections of county road, gives a hard-surfaced connection between Eastern Avenue, Baltimore-Philadelphia Road, Belair Road, Harford Road, York Road, Falls Road, Park Heights Avenue, Reisterstown Road and Liberty Road.

Along the road from Hereford toward Monkton, 2.49 miles were constructed, the improvement of the balance, approximately 1 mile, being contemplated in the near future.

A connection between the Baltimore-Hanover Road in Baltimore County and the Baltimore-Westminster Road in Carroll County has been started and 1.39 miles were built from the Hanover Road along this line.

The macadam roads built comprise .96 mile of resurfacing through Granite, .5 mile of resurfacing along the Old Court Road at Pikesville, 1 mile of resurfacing with concrete shoulders along the Falls Road at Shawan, and 4.66 miles of resurfacing on Eastern Avenue between the City Limits and Middle River.

The asphalt resurfacing was done on the North Point Road, where 3.18 miles were constructed by the placing of 1-foot concrete header along the old concrete road, and 3 inches of asphalt laid.

The construction of concrete shoulders along old macadam roads has been carried on each year, and during this period 26.47 miles were laid along the Liberty Road, York Road, Reisterstown Road, Falls Road and Eastern Avenue.

Maintenance

There is under maintenance 71.76 miles of concrete, 95.0 miles of macadam, 17.38 miles of asphalt, and 1.77 miles of slag road. The maintenance of these roads is carried out by the patrol system, supplemented by gangs when necessary.

HARFORD COUNTY

Construction

There was constructed in this county during the period of 1924 to 1926, inclusive, the following mileage of roads: 11.99 miles of concrete, 3.99 miles of macadam.

The concrete construction consisted of the following: The building of a section along the Baltimore-Philadelphia Road, 4.58 miles between Bush and Aberdeen, which completed the Baltimore-Philadelphia Road and included the elimination of two grade crossings near Stepney over the Baltimore and Ohio Railroad.

A connecting road between the Conowingo Road and the Pylesville Road was completed by the construction of a gap between Prospect and Dublin, 3.41 miles in length.



A WIDENED SECTION OF THE LIBERTY ROAD NEAR RANDALLSTOWN.



A SECTION ALONG THE BALTIMORE-PHILADELPHIA ROAD.

From Bush's Corner on the Pylesville Road there was built .98 mile of road toward the Pennsylvania State Line.

From Jarrettsville, along the Federal Hill Road, 3.02 miles were built.

The macadam road construction consisted of the following roads: From Poplar to Dublin, 1.03 mile, a part of the connecting link between the Conowingo Road and the Pylesville Road was resurfaced.

A lateral connection along the Belair-Aberdeen Road at Shuek's Corner, .48 mile in length, built by Harford County under the supervision of the State Roads Commission was accepted as part of the State System.

Along the Harford Road from Lutz's Corner on the Belair Road, a section of old pike 1.55 mile in length was resurfaced. This leaves a gap of 1.3 miles in the Harford Road which will be finished in the near future.

Between Belair Road and Baltimore-Philadelphia Road, a county road has been started by the construction of .93 mile near Emmorton.

Concrete shoulders were constructed along the following roads: Belair to Aberdeen, 10.76 miles, Conowingo Road from Hickory to McCann's Corner, 5.6 miles.

Maintenance

There is under maintenance 28.29 miles of concrete and 66.23 miles of macadam. The maintenance of these roads is carried out by the patrol system, supplemented by gangs when necessary. Although the majority of roads in this county are macadam construction, they have held up under increasing traffic, and the only necessary work has been the widening of the roads by the construction of concrete shoulders.

FREDERICK DISTRICT

No. 5

W. F. CHILDS, JR., *District Engineer*

BALTIMORE COUNTY

Construction

Only a small portion of this county from Reisterstown to the Baltimore-Carroll County Line on the Westminster Road is included in the Frederick District and there has been no new construction during the three years prior to October 1st, 1926.

Reconstruction

During the summer of 1925 concrete shoulders were built on both sides of the Westminster-Reisterstown Road from the Carroll County Line to Reisterstown, a distance of 2.55 miles, thereby adding six feet (6') to the effective width of this highway.

Maintenance

The total of 2.55 miles of highway, 2.40 miles of macadam and 0.15 mile of concrete roads, is kept in a state of good repair by a State patrolman in connection with an adjoining section of State highway in Carroll County.

In the summer of 1924, the macadam section was given a surface treatment of bitumen and stone chips, the first since 1919. Upon completion of the concrete shoulders in 1925, a seal coat was applied to the remodeled surfacing. In the two treatments a total of 10,400 gallons of liquid asphalt was used.

CARROLL COUNTY

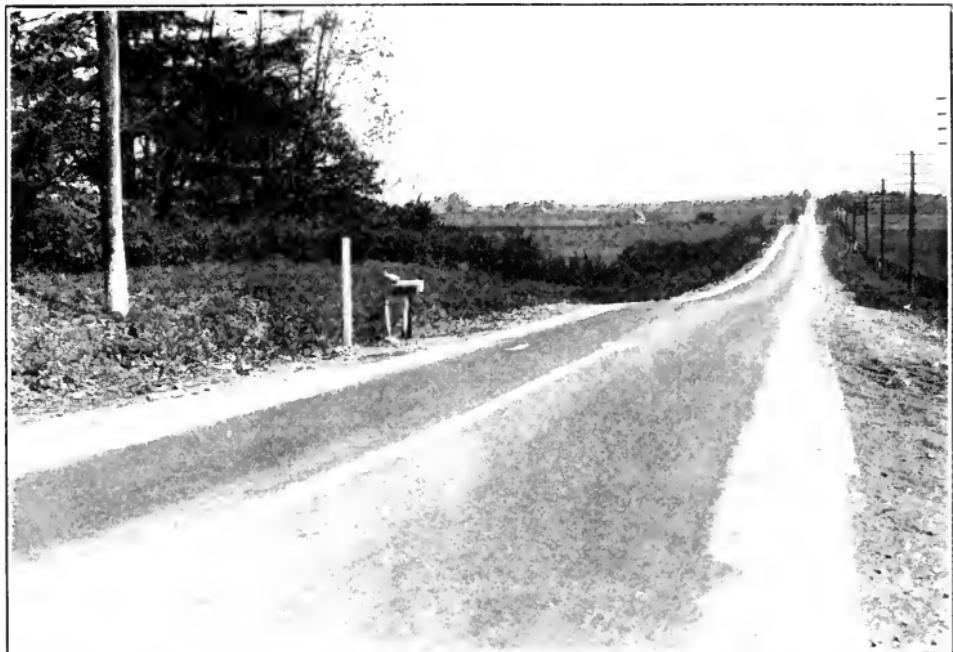
Construction

Between October 1st, 1923 and September 30th, 1926, there has been built and added to the State Highway System in Carroll County a total of 23.50 miles of concrete roads. Among the more important of these roads may be mentioned that through New Windsor to the Frederick County Line completing the shortest of three routes between the county seats of Carroll and Frederick counties; the remaining gap in the road from New Windsor to Uniontown; the old Liberty Road from Eldersburg to Winfield, a distance of 6.39 miles; and 6.44 miles on the proposed road between Mt. Airy and Westminster, a 2.87 miles extension on the Mt. Airy end and 3.57 miles on the Westminster terminus of this highway.

In addition to the roads completed as given above contracts were awarded in the summer of 1926 for 1 mile of concrete on the Asbestos-Fowblesburg Road and 0.33 mile on the Union Bridge-Johnsville Road. While no surfacing has been laid the grading and drainage has been completed.

Reconstruction

In keeping with the widening policy of the State Roads Commission, 3.74 miles of concrete shoulders were built on the road



THE NATIONAL PIKE IN HOWARD COUNTY SHOWING CONCRETE SHOULDERS AND CENTER LINE MARKING DIVIDING TRAFFIC AT THE BROW OF A HILL.



A VIEW ALONG THE URBANA PIKE, NEAR HENDERSON'S CORNER, IN MONTGOMERY COUNTY, CONSTRUCTED IN 1926, COMPLETING THE DIRECT LINE FROM WASHINGTON TO FREDERICK AND THE WEST.

from Eldersburg to the Baltimore County Line at North Branch on the old Liberty Road in the summer of 1924, and in 1925 concrete shoulders were constructed along the Westminster-Reisterstown Road to the Baltimore County Line, a distance of 8.70 miles, adding six feet (6') to the traveled width of these lanes of traffic.

The County Commissioners for Carroll County rebuilt to conform to the requirements of the State Roads Commission, a total of 10.00 miles of macadam roads. The work was done under State inspection at the expense of the county and upon completion the roads were taken over into the State System. Probably the most important of these rebuilt roads is the 7.50-mile section along the Hanover Pike from the end of the State highway at Hampstead to Manchester and thence through Melrose to the Pennsylvania State Line, connecting the Maryland and Pennsylvania Highway Systems. The others include 0.29 mile on the Uniontown Road out of New Windsor; 1.21 miles from Hampstead to the Baltimore County Line on the Black Rock Road; and a 1 mile extension on the Lisbon-Woodbine Road to the village of Day.

In addition to the macadam roads rebuilt by the county the State Roads Commission in 1924 took over 1.07 miles of county-built concrete road on the New Windsor-Uniontown Highway, the road having been built in accordance with State standards.

Maintenance

The total mileage of State highways in Carroll County to October 1st, 1926 is 128.45 miles, 64.84 miles of macadam and 63.61 miles of concrete.

These roads are kept in good repair by seventeen patrolmen assisted, when occasion requires, by two floating gangs. The activities of the gangs are confined mostly to macadam backfill against concrete shoulders, extensive repairs prior to oiling and spreading cover after oil is applied.

During the past three years oil and stone as a surface treatment has been applied to 77.32 miles of roads in the county, requiring 156,112 gallons of liquid asphalt. The fact that the total mileage of roads oiled in three years is but slightly more than the total miles of macadam roads in the county bespeaks well of the improved methods and materials employed in this very important feature of road maintenance.

The comparatively few wooden deck bridges on the State highways in the county have been rehabilitated by reflooring, painting steel work and reconditioning the abutments and walls.

FREDERICK COUNTY

Construction

During the past three years the State Highway System of that portion of Frederick County in this district has been extended by the construction and addition of 25.08 miles of modern highways, including 12.34 miles of concrete, 11.04 miles of macadam, 1.32 miles of asphalt and 0.38 mile of brick pavement.

Of the foregoing the State Roads Commission built 12.34 miles of concrete roads, 2.09 miles of macadam and 1.32 miles of asphalt street. In addition the Commission took over 1.54 miles of macadam and 0.38 mile of brick pavement on the arterial system through Frederick City.

The county resurfaced at their expense and under State supervision 6.17 miles of macadam road from Woodsboro to the Carroll County Line and 1.24 miles along the O'Possumtown Pike from the City limits towards Tuscarora.

The State's program has been confined almost entirely to completing gaps in important arteries out of Frederick. The past three years, therefore, has seen the completion of the final 3.44 miles gap in Frederick County of the Hyattstown route to Washington, the shortest of the three highways between Frederick and the National Capital, the completion of the remaining gap in Frederick County of 4.59 miles along the Libertytown-New Windsor-Westminster Road, being the shortest of three State highways between Frederick and Westminster; the connecting of Lewistown and Creagerstown by the addition of 2.30 miles of highway; the shortening of the gap between Thurmont and Rocky Ridge by the construction of 2.94 miles of roadway; the building of 1.32 miles of asphalt streets on the two main highways through Frederick City; and the building of 1.01 miles of concrete road from the Fingerboard Road, south of Monrovia, towards Kemptown.

During the past summer, 1926, a contract was awarded and the grading and drainage completed on 0.48 mile of concrete road from the Carroll County line at Union Bridge towards Johnsburg.

Reconstruction

The only piece of macadam road along that portion of the Frederick-Hyattstown-Washington Road in Frederick County has been widened from fourteen feet to twenty feet by the construction in 1925 of concrete shoulders from Frederick to Frederick Junction, a distance of 2.78 miles.

State maintenance forces have rebuilt and widened 1.7 miles from Worman's Mill to Ceresville and 5.2 miles between Ceresville and Woodsboro along the Frederick-Woodsboro Pike, which was purchased by the State Roads Commission in 1921. This is now a modern macadam highway with a minimum width of fifteen feet from Frederick through Ceresville, Walkersville and Woodsboro to the Carroll County Line at Key Mar.

In a similar way the 5.97 miles of macadam road on the Buckeystown Pike has been rehabilitated and widened to fifteen feet.

Also State forces rebuilt and widened 0.6 mile on the Sabillasville Road from the Sanitorium gate to the Pennsylvania State Line at Blue Ridge Summit.

The dangerous one-way bridges on the main highways in the county are rapidly giving way to modern structures with a clear driveway of from twenty-four to thirty feet. In 1925 the old covered bridge over the Monocacy River at Bridgeport was replaced by a modern triple span concrete-steel arch. Recently a modern sixty-foot span concrete-steel arch over Ballenger Creek on the Buckeystown Road was opened to traffic replacing the old covered bridge which for many years spanned this stream.

At the present time the State and City of Frederick are jointly building two modern bridges over Carroll Creek on the National Pike within the corporate limits of Frederick. The old stone arch on East Patrick Street has given place to a modern forty-foot concrete-steel arch, while the old steel girder bridge on West Patrick Street is being replaced by a modern double span concrete-steel girder bridge. Both of these structures will be opened to traffic prior to January 1st, 1927.

Also the State is replacing the very dangerous one-way wooden deck bridge over Owens Creek on the Sabillasville Road with a modern double thirty-foot span concrete-steel girder bridge with a clear driveway of twenty-four feet. Also at this point a change in alignment is being made which makes for greater safety. This work should be completed by January 1st, 1927.

Maintenance

The maintenance in the Frederick District portion of the county totals 136.70 miles of State highways, 95.73 miles of macadam, 39.27 miles of concrete, 1.32 miles of sheet asphalt and 0.38 miles of brick pavement.

The maintenance is effectively provided for by twenty patrolmen, who when occasion demands, are assisted by three floating gangs.

During the past three years a total of 86.74 miles of road have been oiled and chipped, using 156,031 gallons of liquid asphalt and 15,754 gallons of tar.

HOWARD COUNTY

Construction

All that portion of Howard County west of the Baltimore-Washington Boulevard is included in the Frederick District. In addition to moneys allotted from State Post and Lateral Road Funds, Howard County has had three bond issues since 1922 for road work, the total realized from these bond issues being approximately \$783,500 including interest and premium. The roads to be built from this fund are selected jointly by the State Roads Commission and the Howard County Bonding Commission. The work is advertised and awarded by the State Roads Commission and the construction carried on in accordance with State Roads Commission plans and specifications under State supervision. Upon being satisfactorily completed they are taken over into the State System for future maintenance.

During the past three years there has been built and added to the State Road System of this county a total of 20.22 miles of modern highways, 14.69 miles being concrete; 2.79 miles of macadam; and 2.74 miles gravel, all having an effective width of fifteen feet.

Among the roads completed may be mentioned the 1.11 miles of concrete from Cooksville towards Hoods Mill; 7.17 miles of concrete from Dayton to Clarksville to Simpsonville; 3.70 miles of concrete from Slack's Corner to Alpha to Henryton; 1.26 miles of concrete on Rogers Avenue to Rockland; an additional 1.45 miles of concrete on the Montgomery Road to Miller's Corner; 2.79 miles of macadam connecting Guilford and Atholton; 1.30 miles of gravel road from Seaggsville to Fulton; and 1.44 miles of gravel on the Landing Road.

In addition to the mileage completed, the State Roads Commission on April 8th, 1926, awarded a contract for the construction of 2.60 miles of concrete road from Lisbon to Florence and while the surfacing has been laid and the public is using the highway the shoulders and other construction features have not been completed and the road has not been accepted.

Reconstruction

In the summer of 1924 concrete shoulders were built along the National Pike from St. Charles College to Ellicott City, a distance of 4.79 miles, completing the widening of this highway from Frederick to Ellicott City. There has just been completed 5.17 miles of concrete shoulders on the road from Ellicott City to Elioak. In each case in addition to widening these roads six feet the profile and sections were improved and all severe curves banked, thereby improving roadability as well as safety.

The shoulders were built by contract and the banking of curves and macadam backfill done by State forces using State owned and operated equipment.

Maintenance

In this portion of Howard County there is under State maintenance 42.86 miles of macadam, 3.77 miles of asphalt, 38.50 miles of concrete and 8.55 miles of gravel roads, aggregating 93.68 miles. Of this mileage the maintenance of 40.07 miles of macadam, 3.77 miles of asphalt, and 35.07 miles of concrete roads (total of 78.91 miles) comes under the Frederick District while the balance 14.77 miles is under the supervision of the Upper Marlboro District.

The maintenance of these roads is provided for by fourteen patrolmen assisted, when necessary, by two floating gangs.

A total of 65,242 gallons of asphalt and 600 gallons of tar has been applied during the past three years in the surface treatment of 34.15 miles of road.

New floorings have been placed on all wooden deck bridges and the steel work overhauled and painted.

MONTGOMERY COUNTY

Construction

This report has reference to that portion of Montgomery County north of the Potomac River and west of a line from the river

through Glenn to Rockville. In this section of the county there has been completed a total of 13.97 miles of concrete road during the past three years. This mileage includes the final gaps in Montgomery County of the two Washington to Frederick Highways via Hyattstown and Buckeystown, 4.10 miles on the former and 2.55 miles on the latter route. The completion of these roads gives three modern highways between Frederick and Washington. The Hyattstown Road is shorter by nine miles than via Ridgeville, whereas the Buckeystown Road is but about one and one-half miles shorter than that through Ridgeville.

Among the other roads constructed are 1.00 mile from Barnes-town towards Seneca; 1.22 mile from Damascus towards Browningsville; 0.99 mile from Claggettsville towards Kemptown; 2.02 miles from Laytonsville towards Damascus; 1.00 mile from Laytonsville towards Claysville; and 1.09 mile from Barnesville towards Comas.

There is under construction 2.01 miles of concrete road from Damascus towards Laytonsville on which the grading and drainage has been completed and one-half mile of surfacing laid.

Reconstruction

In 1925 the one-way concrete bridge over Muddy Branch on the Rockville-Quince Orchard Road was widened and the alignment of the road improved and curve widened and super-elevated. During the past summer State maintenance forces widened the macadam section of this road from twelve to fifteen feet for a distance of 2.96 miles.

During the fall of 1925 the old concrete road from Gaithersburg for 2.16 miles towards Henderson's Corner was widened from fourteen to seventeen feet and resurfaced, the first mile with Kentucky Rock Asphalt and the remainder of the distance with Amiesite. From the end of the Amiesite section for a distance of 2.35 miles to Henderson's Corner the road was widened six feet (6') by the construction of concrete shoulders during the summer of 1926. A total of 1.9 miles of these shoulders were built adjacent to and from two inches to three inches above the surface of the old concrete road and top of the concrete road between the shoulders resurfaced with penetration macadam.

Also during 1926 a contract was given for the construction of 5.32 miles of concrete shoulders on both sides of the road from Gaithersburg to Rockville. With the exception of 0.70 mile on the

east side through Gaithersburg, the construction of which was delayed by laying of water and sewer mains adjacent to the macadam, this work has been done and the macadam backfill completed by State forces.

Maintenance

The maintenance of the 91.21 miles of State highway in the county, 50.89 miles macadam and 40.32 miles concrete and bituminous concrete, is in charge of fourteen patrolmen assisted by one gang when occasion requires.

For the oiling of 65.20 miles of road the past three years a total of 118,387 gallons of liquid asphalt was used.

All wooden deck bridges over streams on the State highways of the county have been reconditioned and painted.

Snow Removal

Since the program for keeping the highways free from snow was inaugurated in the winter of 1920-1921, the original plan to open only the main arteries has expanded to include all State maintained roads. This winter, 1926-1927, the snow removal operations of this district will embrace a total of 505 miles of road.

As the snow removal program was extended to take in the entire State System so has the equipment and appurtenances been increased until at the present time we have in this territory sixteen State owned and operated trucks with snow plows attached, one five-ton Holt tractor with rotary plow and eleven miles of drift fence.

CUMBERLAND DISTRICT

No. 6

L. T. DOWNEY, *District Engineer*

GARRETT COUNTY

Construction

During the period covered by this report, there was built in Garrett County 10.13 miles of concrete roadway and 2.15 miles of road were graded and drained. The 10.13 miles of concrete include two sections; one along the Northwestern Turnpike connecting with

the West Virginia Road leading to Elkins, West Virginia, and the other a section from the Oakland-Accident Road to Deer Park, which will eventually connect with the West Virginia highway system at Blaine, West Virginia. There were no concrete shoulders or macadam roads built in this county during the above period.

Maintenance

At this time, there are 72.93 miles of State road under maintenance, of which 22.73 miles are concrete and 50.2 miles macadam.

Snow removal in this county is one of the main maintenance problems and a large Rotary plow operated by a 10-ton Holt tractor has been used in very heavy snows and drifts to supplement the snow plow trucks which are able to handle the ordinary requirements. Two additional Rotary plows equipped with tractors have been acquired.

ALLEGANY COUNTY

Construction

During the period from 1924 to 1926, inclusive, there were built in this county 3.36 miles of bituminous macadam roadway connecting Cresaptown and the 6-Mile House on the National Pike, and 7.02 miles of concrete roadway which includes extensions to the Cresaptown and Oldtown Roads and two small sections through Frostburg and Lonaconing.

On the National Pike, just east of Cumberland, an extremely dangerous curve which was the scene of many accidents was eliminated by relocating the road.

There were built 19.72 miles of concrete shoulders along the National Pike, east and west of Cumberland, the Oldtown Road, and between Barrelyville and Corriganville. In the construction of the shoulders on the Martin Mountain section of the National Pike, two bad curves were eliminated.

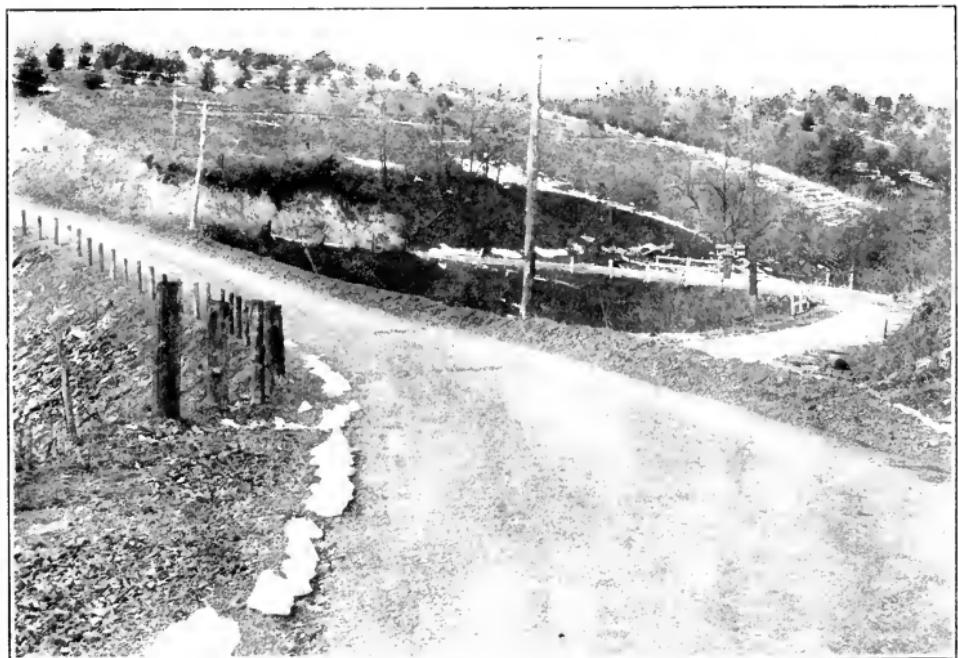
Four one-way bridges were replaced by modern concrete structures.

Maintenance

There is under maintenance in this county, 100.69 miles of State roads; 70.87 miles of macadam, and 29.82 miles of concrete. The macadam is oiled every two or three years as conditions demand.



A TYPICAL VIEW SHOWING THE WIDENING AND BANKING OF CURVES
IN THE MOUNTAINS.



ON GREEN RIDGE MOUNTAIN IN ALLEGANY COUNTY, SHOWING CHANGE IN
ALIGNMENT TO ELIMINATE DANGEROUS CURVE.

WASHINGTON COUNTY

Construction

During the period from 1924 to 1926, inclusive, there were built in this county, 17.58 miles of bituminous macadam roadway and 0.99 mile of concrete roadway. The macadam improvement consisted mostly of widening and resurfacing old turnpikes.

The dangerous curve and one-way bridge on the west side of Sideling Hill was eliminated by relocating the road and building a modern 85-foot span arch and a 20-foot slab bridge. Four one-way bridges were replaced by modern concrete structures.

There were built 10.71 miles of concrete shoulders on the National Pike between Hagerstown and the top of South Mountain and numerous bad curves were widened and banked.

Maintenance

There is under maintenance in this county 122.9 miles of State roads; 105.24 miles of macadam; 8.9 miles of sheet asphalt, and 8.76 miles of concrete.

FREDERICK COUNTY

Construction

During the period from 1924 to 1926, inclusive, there were built 4.65 miles of concrete roadway and 2.64 miles of bituminous macadam roadway.

There were built 11.97 miles of concrete shoulders on the National Pike between Frederick and the top of South Mountain.

Three small one-way bridges were eliminated on the Frederick-Knoxville Road. Portions of this road were widened three feet by extending the existing macadam 18 inches on each side.

Maintenance

There is under maintenance in this county 48.08 miles of State roads; 37.4 miles of macadam and 10.68 miles of concrete.

General Maintenance

The roads in this district are maintained by a patrol system which is supplemented by several floating gangs.

Every two or three years, or whenever the condition of the roads warrants it, the macadam roads in this district are surface treated by the application of oil and chips.

The snow removal in this district is taken care of by three large Rotary plows operated by 10-ton Holt tractors and a fleet of 17 F. W. D. trucks equipped with snow plows, which are distributed at strategic points. Snow fences are also erected at logical points to catch the snow and cause it to drift before it gets to the road.

Most of our motor repair work is taken care of by our own mechanics.

BALTIMORE CITY DISTRICT

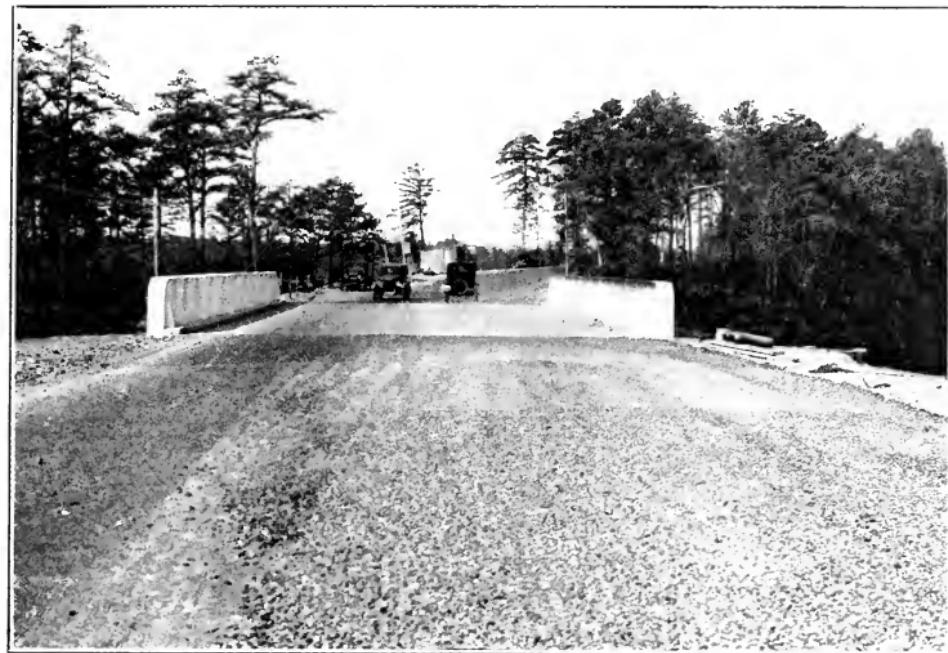
No. 7

EDWIN FRIESE, *District Engineer*

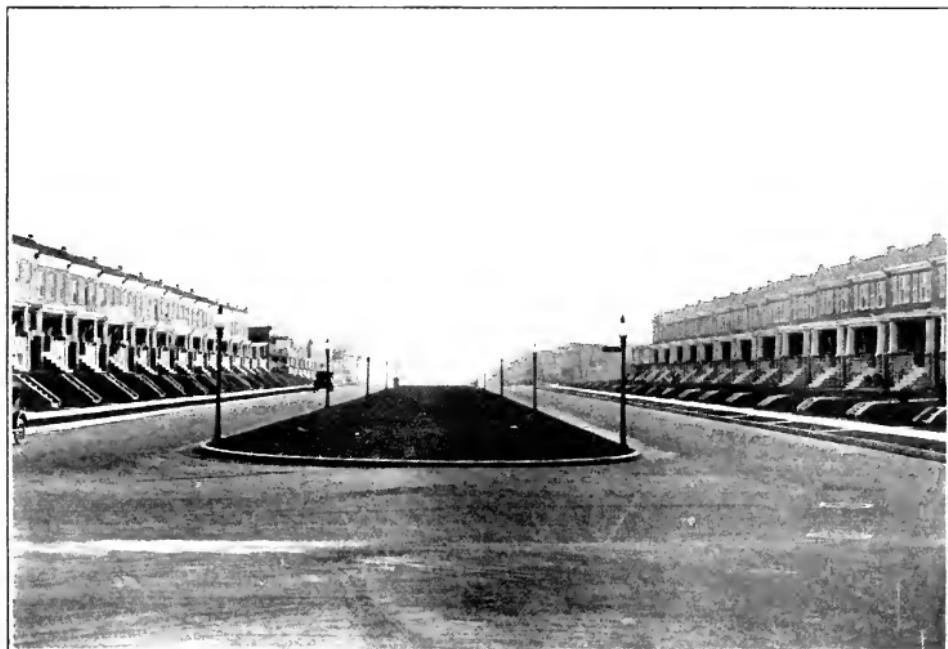
BALTIMORE CITY

The construction work in Baltimore City aggregating 9.11 miles, consisted of the building of seventeen sections of from 40 to 50-foot streets, with 3-inch sheet asphalt on 6-inch concrete base, and the building of two sections of street aggregating 1.48 miles with one course plain concrete.

The streets improved with sheet asphalt are: Baker Street, from Monroe Street to Poplar Grove Street, .55 mile; Fort Avenue, from Light Street to Laurence Street, .56 mile; Washington Street, from Fayette Street to Chase Street, .63 mile; North Avenue, from Harford Avenue to Washington Street, .48 mile; North Avenue, from John Street to McMechen Street, .17 mile; Milton Avenue, from McElderry Street to North Avenue, 1.01 miles; Gwynns Falls Parkway, from Dennison Street to Poplar Grove Street, .45 mile; Bloomingdale Road, from Laurens Street to North Avenue, .60 mile; Edmondson Avenue, from Hilton Street to Walnut Street, North Drive, .78 mile; Monroe Street, from Elgin Avenue to Gwynns Falls Parkway, .20 mile; Gwynns Falls Parkway, from Monroe Street to Pennsylvania Avenue, .10 mile; Pennsylvania Avenue, from Fulton Avenue to Elgin Avenue, .17 mile; Belair Road, from Belmont Avenue to Overlea Avenue, 3.41 miles.



A NEW BRIDGE WITH A 34-FOOT ROADWAY OVER MARLEY CREEK ON THE ANNAPOLIS BOULEVARD REPLACING THE DANGEROUS ONE-WAY BRIDGE AT THIS LOCATION.



GWYNNS FALLS PARKWAY, BALTIMORE CITY. CONSTRUCTED IN 1926.

The following sections of road were improved with one course plain 1:2:4 concrete 6 inches to 8 inches in depth: Pennington Avenue, from Old City Line to New City Line, .79 mile; Carnegie Avenue, from O'Donnell Street to Fifth Avenue, 1.48 miles.

Baker Street undergrade crossing is now under construction and when completed will make Baker Street a thoroughfare. This construction carries the Western Maryland tracks over our street. The cost of the improvement will be \$82,185.

BELAIR ROAD

Paving the Belair Road from the Old City Limits to Overlea Avenue is one of the most important improvements accomplished by this Commission. It is the first step toward widening all the main highways entering Baltimore City. This improvement consists of 3.41 miles of sheet asphalt on concrete base, built in two separate 20-foot lanes for vehicular traffic with a reservation of 23 feet in the center for the United Railway tracks. The widening of this thoroughfare relieves the congestion that has always existed through the Raspeburg and Overlea sections. The entire 3.41 miles was built at a total cost of approximately \$325,000.

The State Roads Commission does no maintenance work in connection with the streets of Baltimore City, as these streets are turned over to the City as soon as they are completed.

ANNE ARUNDEL COUNTY

Construction

The construction in the upper portion of Anne Arundel County in this district included the grading, draining and building of seven sections of road of 1:2:4 concrete 6 inches and 8 inches thick, 15 feet to 18 feet wide, aggregating 13.74 miles, and the building of 13.54 miles of 8-inch concrete shoulders, 3 feet wide, along the Annapolis Boulevard.

There are now approximately 5 miles of the Annapolis Boulevard without concrete shoulders which will be completed in 1927, and when this is done will make this boulevard 22 feet wide from Baltimore City to Annapolis.

The Defense Highway in Anne Arundel County was built in four sections, totaling 10.04 miles from Camp Parole to the Robert

Crain Highway. The approximate cost per mile was \$35,000. Some difficulties with swampy locations were encountered throughout the entire project, especially at the head of South River where these extraordinary conditions necessitated the use of timber piling foundations for the bridge at this place. All work progressed satisfactorily and this entire highway built of concrete 15 feet wide was completed Thanksgiving Day and opened to traffic December 22, 1926. This highway connects the State Capital with the National Capital, crosses the Robert Crain Highway and shortens the route between Annapolis and Washington 11.2 miles.

The Severn River Bridge which spans the Severn River near Annapolis and which is included in this district, was completed and opened to traffic June 14, 1924, at a total cost of \$871,741.70.

The widening of Marley Creek Bridge eliminates another dangerous obstacle on the Annapolis Boulevard. The old bridge had a clear traveled way of only 16 feet with approaches 22 feet wide. The new bridge is 36 feet wide with approaches widened to suit the new design. Total cost of this project was approximately \$15,000.

The last section of the Robert Crain Highway in Anne Arundel County was finished in the spring of 1924, completing the improvement of this road in this county.

Maintenance

The maintenance work in this section of Anne Arundel County includes the following: 24.33 miles of macadam, 50.89 miles of concrete, and 1.56 miles of sheet asphalt, a steel bridge with a wooden floor over the Patapsco River, the South River Bridge—a wooden structure with a draw, which is approximately 1800 feet long, and the Severn River Bridge—a concrete structure with a draw, approximately 1800 feet long.

Improvements in the section of Baltimore County included in this district are: Reconstruction of the Frederick Road from the Rolling Road to Ellicott City, a distance of 3.00 miles, with 3-foot shoulders and macadam backfill. Reconstruction of the Westport Road, from the Baltimore City Line to Sweetzer's Bridge, a distance of 1.47 miles, with 3-foot shoulders and resurfaced with a 2-inch bituminous material patented under the name of Fairway. This is the first time this material has been used by the Commission and has proved very successful. The maintenance in this section includes 12.5 miles of macadam, 1.47 miles Fairway, and 5.7 miles of asphalt.

BRIDGES

W. C. HOPKINS, *Bridge Engineer*

APPROPRIATIONS

Bridge and Grade Crossing Loan of 1924.....\$900,000

CONSTRUCTION

Replacement of One-Way and Dangerous Bridges

The completion of the Severn River Bridge near Annapolis in June, 1924, is perhaps the most marked event in the replacement program of dangerous and one-way bridges by the Commission, and in itself stands out as one of the most important and pleasing of the larger modern highway structures built in this country. The opening of the bridge to traffic was a gala event, participated in by the entire State, as evidenced by the tremendous crowd, estimated at 15,000 people, who were present. Means of transportation from colonial days until the present time were depicted, in some cases by the originals. Handsome floats portraying each county's outstanding features were furnished by the counties for the occasion. As a climax to the day, a buffet supper was furnished on the grounds of the United States Naval Academy, after which a dance in Bancroft Hall of the Naval Academy was held.

As to the details of the structure, the bridge has a total length of 1850 feet, made up of 24 spans, each 65 feet clear between piers and a steel bascule span electrically operated, affording a channel opening to water navigation of 75 feet. The roadway is 22 feet clear between curbs and has two sidewalks each 6 feet. The approaches to the bridge on each end are well planted with shrubbery and green plots with curving walks, conforming to the magnificent landscape of the Naval Academy grounds.

The following one-way and dangerous bridges have been replaced with structures of modern design and with widths of roadway conforming to the best practice. It is of interest to note that a number of the following bridges are located on the National Pike in the mountain regions between Hagerstown and Cumberland, and that the replacement by these bridges provides a highway extending from Baltimore via the National Pike to the West Virginia line near Oakland, a total of 200 miles, without a single one way bridge in its entire length, indeed a most satisfactory result, and as far as known,

the only highway of this length with such a status. Likewise the replacement of the bridge over the Patuxent River at Laurel on the Baltimore-Washington Boulevard with a modern structure having a 40-foot clear roadway, marks this most important highway as one clear of one-way and dangerous bridges. Also, on the following list of replacements will be noted the new bridges built over Furnace Branch and Marley Creek on the Baltimore-Annapolis Boulevard with broad roadways, and placing this highly traveled highway in the class as one free of all dangerous structures.

One-way and dangerous bridges replaced by:

1850-foot reinforced concrete bridge over Severn River on Baltimore-Annapolis Boulevard in Anne Arundel County. Rebuilt 1922-1924.

67-foot steel concrete girder bridge over Marley Creek on Baltimore-Annapolis Boulevard in Anne Arundel County. Rebuilt 1926.

50-foot battery of iron pipes reinforced with concrete over Furnace Branch on Baltimore-Annapolis Boulevard in Anne Arundel County. Rebuilt 1925.

85-foot reinforced concrete arch over Sideling Hill Creek on National Pike in Allegany County. Rebuilt 1925.

71-foot reinforced concrete arch over Town Creek on National Pike in Allegany County. Rebuilt 1925.

46-foot reinforced concrete arch over Flintstone Creek on National Pike in Allegany County. Rebuilt 1925.

57-foot reinforced concrete arch over Evitts Creek on National Pike in Allegany County. Rebuilt 1925.

100-foot reinforced concrete arch bridge consisting of 3 spans over Licking Creek in Washington County. Rebuilt 1925.

55-foot reinforced concrete arch over Great Tonoloway Creek on National Pike in Washington County. Rebuilt 1925.

43-foot reinforced concrete arch over Tonoloway Creek on National Pike in Washington County. Rebuilt 1925.

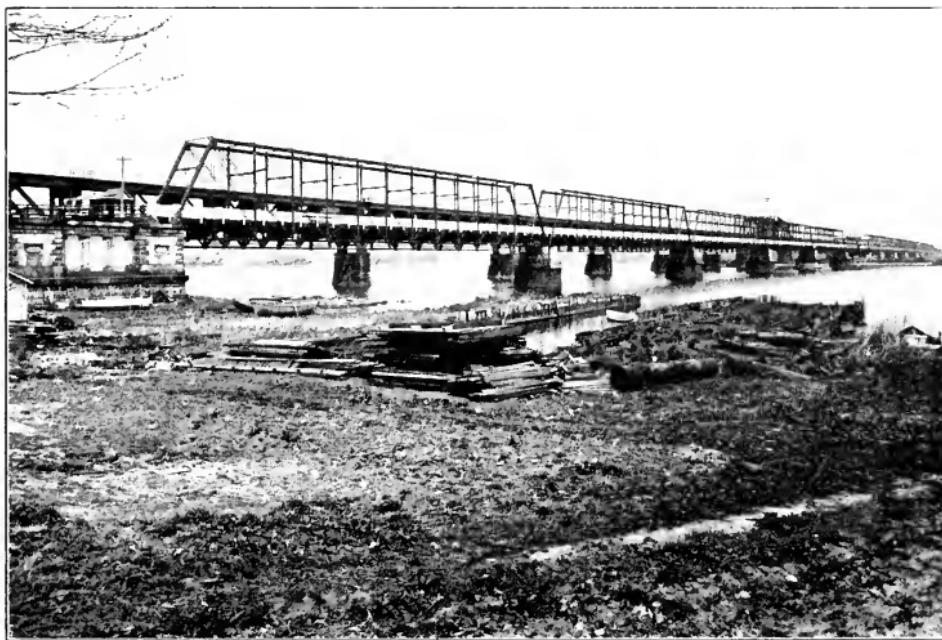
8-foot battery of pipes replacing 50-foot steel truss on National Pike in Washington County. Rebuilt 1925.

156-foot reinforced concrete arch bridge consisting of 3 spans over Monocacy River on Emmitsburg-Westminster Road in Frederick County. Rebuilt 1925.

102-foot reinforced concrete girder bridge over Big Elk Creek on Elkton-Glasgow Road in Cecil County. Rebuilt 1925.



THE SEVERN RIVER BRIDGE ON THE ANNAPOLIS BOULEVARD AT THE APPROACH TO THE STATE CAPITAL.



HIGHWAY BRIDGE OVER SUSQUEHANNA RIVER CONNECTING HAVRE DE GRACE AND PERRYVILLE. AN ADDITIONAL DECK IS TO BE PLACED ABOVE THE EXISTING ROADWAY, THUS PROVIDING A SEPARATE FLOOR FOR EAST AND WEST BOUND TRAFFIC.

15-foot battery of pipes replacing 50-foot truss over Dipping Pond Run on Valley Road in Baltimore County. Rebuilt 1925.

66-foot reinforced concrete arch over Gunpowder River on York Road in Baltimore County. Rebuilt 1924.

120-foot reinforced concrete arch over Gunpowder River on Philadelphia Road in Baltimore County. Rebuilt 1924.

56-foot reinforced concrete girder bridge consisting of 2 spans over Bynum Run on Philadelphia Road in Harford County. Rebuilt 1925.

28-foot reinforced concrete slab bridge consisting of 2 spans over Ballenger Creek on Jefferson Pike in Frederick County. Rebuilt 1925.

9-foot reinforced concrete slab bridge over Ballenger Creek on Jefferson Pike in Frederick County. Rebuilt 1925.

30-foot battery of pipes replacing 50-foot truss over Sligo Branch on Colesville Road in Montgomery County. Rebuilt 1925.

28-foot battery of pipes replacing 46-foot truss over Oxon Run on Camp Springs Road in Prince George's County. Rebuilt 1925.

86-foot reinforced concrete arch over Patuxent River on Baltimore-Washington Boulevard in Prince George's County. Rebuilt 1926.

60-foot reinforced concrete arch over Ballenger Creek on Buckeystown Pike in Frederick County. Rebuilt 1926.

60-foot reinforced concrete girder bridge consisting of two spans over Owen Creek on Thurmont-Blue Ridge Road in Frederick County. Rebuilt 1926.

Elimination of Railroad Grade Crossings

A number of railroad grade crossings have been eliminated by the construction of overhead and undergrade structures at or near the grade crossing or by entire relocation of the highway as determined by the economics of the situation in hand. As a rule, the railroad companies contributed 50% of the cost of the project. In addition to the following list of grade eliminations, a number of surveys and studies have been made to determine the proper location and cost of structures for the elimination of grade crossings at Hyattsville, on the Baltimore-Washington Boulevard; Ridgeville, comprising two crossings nearby, on the Baltimore-Frederick Road; Cumberland in connection with the proposed Baltimore Street grade

crossing elimination. Plans have been prepared and the bids will soon be received for the construction of an undergrade crossing at Baker Street in Baltimore City under the tracks of the Western Maryland Railway Company. It is proposed to have the structure completed by the spring of 1927.

152-foot steel and concrete girder overhead bridge consisting of 3 spans, over the Baltimore and Ohio Railroad Company's tracks at Stepney on the Philadelphia Road. Built 1925.

120-foot steel and concrete girder overhead bridge consisting of 3 spans, over the Baltimore and Ohio Railroad Company's tracks at Oakland on the Mt. Lake Park Road. Rebuilt 1925.

50-foot steel and concrete girder bridge undercrossing the Baltimore and Ohio Railroad Company's tracks at Silver Spring on the 7th Street Pike. Built 1926.

40-foot steel and concrete girder bridge undercrossing the N. Y. P. & N. Company's tracks at Salisbury on the Ocean City Road. Built 1926.

75-foot steel and concrete girder overhead bridge, consisting of 3 spans, over the tracks of the Pennsylvania Railroad Company at Collington on the Defense Highway. Built 1926.

24-foot steel and concrete girder bridge undercrossing the Western Maryland Railway Company's tracks at North Branch on the Cumberland-Old Town Road. Built 1925.

Bridges Built on New Highways

116-foot reinforced concrete arch over Youghiogheny River on the Oakland-Hutton Road in Garrett County. Built 1925.

216-foot reinforced concrete girder bridge, consisting of 6 spans, over the Patuxent River on the Crain Highway in Prince George's County. Built 1925.

36-foot reinforced concrete girder bridge over the North River on the Defense Highway in Anne Arundel County. Built 1925.

36-foot reinforced concrete girder bridge over the South River on the Defense Highway in Anne Arundel County. Built 1925.

The following bridges were built for the several counties or cities as mentioned with county funds, but designed and construction supervised by this Commission.

100-foot steel girder overhead bridge over the tracks of the Baltimore and Ohio Railroad Company at Falkland Drive, Silver



GRADE CROSSING ELIMINATION BY UNDERPASS AT SILVER SPRING ON THE
7TH STREET PIKE IN MONTGOMERY COUNTY.



ARCH BRIDGE OVER GUNPOWDER FALLS ON BALTIMORE-PHILADELPHIA ROAD.

Spring, built for County Commissioners of Montgomery County. Built 1925.

60-foot steel and timber retractile draw span over Knapps Narrows in Talbot County, built for County Commissioners of Talbot County. Built 1926.

78-foot steel and concrete bridge over the Baltimore and Ohio Railroad Company's tracks at Bethesda on the Rockville Pike, an addition to the present bridge. Built for County Commissioners of Montgomery County. Not yet completed.

50-foot steel and concrete bridge over Carroll Creek at Brewers Alley, Frederick, built for City of Frederick. Built 1926.

The following bridges were constructed through this Commission, but were paid for jointly by the City of Frederick and this Commission. The bridges have broad roadways and carry all the through traffic on the National Pike in Frederick.

40-foot reinforced concrete arch over Carroll Creek on the Frederick-Baltimore Pike at Frederick. Built 1926.

48-foot steel and concrete girder bridge over Carroll Creek on the Frederick-Hagerstown Pike at Frederick, not yet completed.

Plans have been prepared and contract awarded for an additional deck on the bridge over the Susquehanna River at Havre de Grace and Perryville. While this contract was awarded after the close of this report, it will be of interest to describe the interesting and different manner of providing for an additional traffic lane on what was considered a strictly "one-way bridge." It is planned to provide an additional deck at an elevation 14 feet higher than the present roadway, which deck will have a 12-foot clear width of roadway and will take care of all east bound traffic, as the existing roadway will be used to carry all west bound traffic. The end span at Havre de Grace and Perryville will be lowered in order to provide easy grades to the new upper level. It is expected that the work will be completed by the fall of 1927. The total length of the new bridge together with its approach spans and fills will be about 4,000 feet.

LATERAL AND POST ROAD FUNDS
ALLEGANY COUNTY

October 1, 1923 to September 30, 1926

Receipts

	1924	1925	1926	Total
County, Lateral	\$22,560.00	\$22,560.00	\$22,560.00	\$67,680.00
State of Maryland, Lateral	22,560.00	22,560.00	22,560.00	67,680.00
State and Federal, Post	47,603.08	48,905.65	48,026.50	144,535.23
County—A-34	15,992.70	15,992.70
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	\$92,723.08	\$110,018.35	\$93,146.50	\$295,887.93
Balance October 1, 1923	53,478.52	\$349,366.45

DISBURSEMENTS

OUTSTANDING OBLIGATIONS		BALANCE	
Bedford Road .....	.....	.....	.....
Cresaptown-McCool .....	.....	.....	.....
Available Balance .....	.....	.....	.....
A-21 Cumberland-Oldtown	\$25,872.04	.....	.....
A-22 Cumberland-Twiggtown	2.03	.....	.....
A-22 Br Bridge over Everts Creek	9,302.11	.....	.....
A-23 Dingle-Allegany Grove	2,431.26	.....	.....
A-25 Flintstone-Rush	17.54	.....	.....
A-26 Cumberland-Oldtown	560.44	\$77,191.66	\$13,157.85
A-27 Through Frostburg	12,329.98	.....	.....
A-28 McCool-Cresaptown	119.95	64.31	.....
A-29 Six Mile House-Cresaptown	22,804.37	24,072.56	.....
End A-22—Twiggtown	87.69	101.15	.....
End A-29—Cresaptown .....	.....	19,561.93	.....
Bedford Road .....	.....	257.05	18,021.77
Cresaptown-McCool .....	.....	819.96	103,462.08
Cresaptown-McCool .....	.....	.....	104,282.04
Pay Paw-Cumberland .....	.....	450.68	450.68
Refund—A-34 .....	.....	691.01	691.01
.....	15,992.70	.....	15,992.70
\$73,527.41	\$138,061.32	\$135,783.39	\$347,372.12
Balance .....	.....	.....	.....
			\$1,994.33
A-39 Bedford Road .....	.....	.....	.....
A-40 Cresaptown-McCool .....	.....	.....	.....
Available Balance .....	.....	.....	.....
			\$16,742.12
			\$16,742.12
			\$16,742.12

OUTSTANDING OBLIGATIONS

LATERAL AND POST ROAD FUNDS

ANNE ARUNDEL COUNTY

October 1, 1923 to September 30, 1926

RECEIPTS

	1924	1925	1926	Total
County, Lateral	\$23,160.00	\$23,160.00	.....	\$46,320.00
State, Lateral	23,160.00	23,160.00	\$23,160.00	69,480.00
State and Federal, Post	48,869.18	50,206.45	49,303.81	148,379.44
Advance—AA:43 .....	.....	.....	94,000.00	94,000.00
	\$95,189.18	\$96,526.45	\$166,463.81	\$358,179.44
Balance October 1, 1923 .....	.....	.....	.....	\$145,305.92
				\$503,485.36

LATERAL AND POST ROAD FUNDS
BALTIMORE COUNTY

October 1, 1923 to September 30, 1926

RECEIPTS

	1924	1925	1926	Total
County, Lateral	\$50,700.00	\$50,700.00	\$50,700.00	\$152,100.00
County, B-57	17,500.00	.....	.....	17,500.00
State, Lateral	50,700.00	50,700.00	50,700.00	152,100.00
State and Federal, Post	106,980.35	109,907.70	107,931.91	324,819.96
	<hr/>	<hr/>	<hr/>	<hr/>
	\$225,880.35	\$211,307.70	\$209,331.91	\$646,519.96
Balance, October 1, 1923 .....	.....	.....	241,263.61	\$887,783.57

DISBURSEMENTS

		DISBURSEMENTS	
B-46	Philadelphia Road	\$ 793.54	\$ 793.54
B-53	Philadelphia Road	44,038.83	\$58,903.86
B-53Br	Bridge over Gunpowder River	16,906.96	3,653.26
B-54	Eastern Avenue	16,225.46	16,225.46
B-55	Mt. Carmel-Black Rock	59,801.32	17,786.98
B-57	Through Granite	17,942.96	17,942.96
B-59	Old Court Road	29,582.16	2,412.14
B-60	Falls Road	11,710.65	622.60
B-61	Sweet Air-Baldwin	7,910.42	54,511.54
B-62	Chase-Whitemarsh	3,513.20	57,414.96
B-64	Falls Road	108.16	34,374.78
B-67	B-61-Sweet Air .....	.....	363.55
B-68	B-64-Butler	49,317.26	28,792.23
B-71	Joppa Road	27,283.79	37,263.49
B-73	Fowblesburg-Carroll Co. Line	58.83	9,324.86
B-75	Hereford-Monkton	484.87	48,541.57
B-76	Hereford-Monkton .....	.....	2,393.36
B-78	End B-68-Black Rock .....	.....	25,919.69
B-79	Baltimore County Line-Baldwin .....	.....	44.37
		\$208,531.76	\$307,188.42
			\$215,036.13
			\$730,756.31
			\$730,756.31
			\$157,027.26

OUTSTANDING OBLIGATIONS

B-67	B-61-Sweet Air .....	.....	.....	\$11,109.04
B-73	Fowblesburg-Carroll Co. Line .....	.....	.....	29,170.33
B-76	Hereford-Monkton .....	.....	.....	33,494.49
B-78	End B-68-Black Rock .....	.....	.....	61,673.06
	Available Balance .....	.....	.....	\$135,446.92
		.....	.....	\$21,580.34

LATERAL AND POST ROAD FUNDS
CALVERT COUNTY
October 1, 1923 to September 30, 1926

RECEIPTS

	1924	1925	1926	Total
State, Lateral	\$ 9,120.00	\$ 9,120.00	\$ 9,120.00	\$27,360.00
State and Federal	19,243.81	19,770.40	19,414.97	58,429.18
County, Lateral, 1924 .....	.....	9,120.00	.....	9,120.00
County, Lateral, 1925 .....	.....	.....	9,120.00	9,120.00
	<u>\$28,363.81</u>	<u>\$38,010.40</u>	<u>\$37,654.97</u>	<u>\$104,029.18</u>
Balance, October 1, 1923			46,388.27	\$150,417.45
DISBURSEMENTS				
C-14A Prince Frederick-Holland Point .....	.....	.....	\$2,815.30	\$ 2,815.30
C-15 Yoe's Cor.-Broomes Island	\$18,082.48	.....	.....	18,082.48
C-16 Prince Frederick-Holland Point	19,969.69	\$ 508.17	1.02	20,478.88
C-17 Huntingtown-Plum Point	1,469.81	25,529.67	.....	26,999.48
C-18 Through Solomons Island	83.14	.....	64.34	147.48
C-19 All Saints Church-Lower Marlboro	383.10	2,482.33	16,553.49	19,418.92
C-20 Yoe's Cor.-Broomes Island	192.90	18,995.88	.....	19,188.78
C-22 End C-17-Plum Point .....	.....	6,871.42	18,827.02	25,698.44
C-23 End C-22-Plum Point .....	.....	.....	4,804.62	4,804.62
C-24 End C-19-Lower Marlboro .....	.....	.....	13,803.66	13,803.66
	<u>\$40,181.12</u>	<u>\$54,387.47</u>	<u>\$56,869.45</u>	<u>\$151,438.04</u>
Due by County, 1926 Lateral				
OUTSTANDING OBLIGATIONS				
C-19 All Saints Church-Lower Marlboro .....	.....	.....	.....	\$4,010.43
C-23 End C-22-Plum Point .....	.....	.....	6,380.73	6,380.73
C-24 End C-19-Lower Marlboro .....	.....	.....	919.95	919.95
Available Balance				<u>\$3,211.70</u>
				<u>\$8,099.41</u>
				<u>\$1,920.59</u>
				<u>9,120.00</u>

REPORTS OF THE STATE ROADS COMMISSION

LATERAL AND POST ROAD FUNDS
GABO LINE COUNTY

October 1, 1923 to September 30, 1926

RECEIPTS

	1924	1925	1926	Total
County, Lateral	\$21,540.00	\$21,540.00	\$21,540.00	\$64,620.00
State, Lateral	21,540.00	21,540.00	21,540.00	64,620.00
State and Federal, Post	45,450.83	46,694.55	45,855.09	138,000.47
County, Additional .....	.....	67,969.50	.....	67,969.50
County, Co-35 .....	.....	20,000.00	.....	20,000.00
	<u>\$88,530.83</u>	<u>\$177,744.05</u>	<u>\$88,935.09</u>	<u>\$355,209.97</u>
Balance October 1, 1923 .....	.....	.....	.....	<u>49,113.59</u>
				<u>\$306,096.38</u>

ESTIMATES

OZONE AND SULFUR DIOXIDE

10-39	Ridgely-Bridgetown .....	.....	.....	.....	\$15,064.00	\$15,064.00
	Available Balance .....	.....	.....	.....	\$1,327.46	

LATERAL AND POST ROAD FUNDS
CARROLL COUNTY

October 1, 1923 to September 30, 1926

RECEIPTS

	1924	1925	1926	Total
County, Lateral, 1923	\$48,825.00	.....	.....	\$48,825.00
County, Lateral	20,000.00	\$39,060.00	\$39,060.00	98,120.00
County, Cl-31Br	5,000.00	.....	.....	5,000.00
Western Md. R. R., Cl-31Br	17,771.45	.....	.....	17,771.45
State, Lateral	39,060.00	39,060.00	39,060.00	117,180.00
State and Federal, Post	82,419.22	\$4,674.40	\$3,152.27	250,245.89
County, Lateral, 1924 .....	.....	19,060.00	.....	19,060.00
Town of Taneytown, Cl-26	1,200.00	1,200.00
	<hr/>	<hr/>	<hr/>	<hr/>
Balance, October 1, 1923	\$213,075.67	\$181,854.40	\$162,472.27	\$682,784.67
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REPORTS OF THE STATE ROADS COMMISSION

Available Balance

LATERAL AND POST ROAD FUNDS
CECIL COUNTY

October 1, 1923 to September 30, 1926

RECEIPTS

	1924	1925	1926	Total
State, Lateral	\$26,160.00	\$26,160.00	\$26,160.00	\$78,480.00
State and Federal, Post	55,199.35	56,709.75	55,690.31	167,599.41
County, Lateral, 1923	.....	7,700.00	.....	7,700.00
County, Lateral, 1924	.....	18,460.00	.....	18,460.00
County, Lateral, 1925	26,160.00	26,160.00
Town of North East, Ce.54	5,800.00	5,800.00
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Balance October 1, 1923	\$81,359.35	\$109,029.75	\$113,810.31	\$304,199.41
				\$55,581.17
				\$359,780.58

REPORTS OF THE STATE ROADS COMMISSION

15

OUTSTANDING OBLIGATIONS

Duane by County, 1924, Lateral.

Available Balance

LATERAL AND POST ROAD FUNDS
CHARLES COUNTY

October 1, 1923 to September 30, 1926

RECEIPTS

	1924	1925	1926	Total
State, Lateral	\$22,080.00	\$22,080.00	\$22,080.00	\$66,240.00
State and Federal, Post	46,590.28	47,865.10	47,004.66	141,460.04
County, Lateral, 1923	.....	27,600.00	.....	27,600.00
County, Lateral, 1924	.....	22,080.00	.....	22,080.00
County, Lateral, 1925	.....	.....	22,080.00	22,080.00
\$68,670.28	\$119,625.10	\$91,164.66	\$279,460.04	\$399,941.54
Balance, October 1, 1923	.....	.....	120,481.50	

REPORTS OF THE STATE ROADS COMMISSION

DISBURSEMENTS

Due by County, 1926 Late fee

OUTSTANDING OBLIGATIONS

Ch-33	Military Highway-Marshall Hall	.....	.....	.....	\$ 1,904.89
Ch-37	Rock Point Road	.....	.....	.....	18,102.44
Ch-38	End Ch-34-Berry	.....	.....	.....	17,308.35
Ch-39	Newburg-Cooksey	.....	.....	.....	6,000.11
Ch-40	Beantown-Malcolm	.....	.....	.....	14,145.47

Available Balance

LATERAL AND POST ROAD FUNDS

DORCHESTER COUNTY

October 1, 1923 to September 30, 1926

RECEIPTS

	1924	1925	1926	Total
County, Lateral	\$24,660.00	\$24,660.00	\$24,660.00	\$73,980.00
County, D-38Ext	7,500.00	.....	.....	7,500.00
State, Lateral	24,660.00	24,660.00	24,660.00	73,980.00
State and Federal, Post	52,034.29	53,458.10	52,497.06	157,989.45
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	\$108,854.29	\$102,778.10	\$101,817.06	\$33,419.45
Balance, October 1, 1923.....	65,744.83	\$37,194.28

DISBURSEMENTS

OUTSTANDING OBLIGATIONS

D-29	Rhodesdale-Vienna	.....	.....	.....	\$5,414.96
D-42	East New Market	Road-Secretary	.....	.....	13,274.01
	Available	Balance	.....	.....	\$11,423.01

LATERAL AND POST ROAD FUNDS
FREDERICK COUNTY

October 1, 1923 to September 30, 1926

Receipts

	1924	1925	1926	Total
County, Lateral	\$50,040.00	\$50,040.00	\$50,040.00	\$150,120.00
State, Lateral	50,040.00	50,040.00	50,040.00	150,120.00
State and Federal, Post...	105,587.70	108,476.90	106,526.88	320,591.48
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	\$205,667.70	\$208,556.90	\$206,606.88	\$620,821.48
Balance, October 1, 1923.....	214,870.29	\$835,701.77

DISBURSEMENTS

F-33	Knoxville-Brunswick .....	.....	.....	\$9,511.04	\$9,511.04
F-39	Hughes Shop-Jamsville	\$2.59	.....	.....	2.59
F-41	Harmony Creek-Frederick ..	2.59	\$80.55	2,684.05	2,767.49
F-42	Catoctin Branch-Myersville ..	2.59	.....	.....	2.59
F-44	Through Walkersville	187.16	.....	.....	187.16
F-51	Libertytown-New Windsor	7,671.32	.....	.....	7,671.32
F-52	Buckeystown Road	5,834.50	.....	.....	5,834.50
F-52	Spur Buckeystown Road	1,533.36	.....	.....	1,533.36
F-53	Urbana Pike	47,408.91	34,333.33	.....	81,742.24
F-56	Middletown Valley, north	27,105.65	.....	.....	27,105.65
F-57	Middletown Valley, south	50,108.81	38,077.81	.....	88,186.62
F-59	Buckeystown Road	1,712.08	.....	.....	1,712.08
F-60	Myersville-Ellerton	2.88	.....	62.58	65.46
F-61	Middletown Valley, south	24,627.74	49,054.52	10,630.11	84,312.37
F-62	Libertytown-New Windsor	56,529.37	9,764.00	.....	66,303.37
F-63	Emmittsburg-Pennsylvania State Line	3,815.75	.....	.....	3,815.75
F-64	Graceham-Rocky Ridge	23,614.05	.....	.....	23,614.05
F-69	Libertytown-New Windsor	54.42	61,020.17	28,778.89	89,853.48

DISBURSEMENTS—Continued.

OUTSTANDING OBLIGATIONS

OUTSTANDING OBLIGATIONS	
Knoxville-Brunswick	F-33
Through Craggertown	F-87
Graceham-Rocky Ridge	F-88
Fingerboard-Kempstown	F-91
Ballinger Creek/Point of Rocks	F-92
Brick School House Road	F-93
Available Balance	.....
	\$20,992.50
	2,368.89
	536.47
	3,319.13
	30,745.73
	22,337.23
	\$80,299.95

	849,877.48

SEVENTEENTH, EIGHTEENTH, NINETEENTH

LATERAL AND POST ROAD FUNDS
GARRETT COUNTY

October 1, 1923 to September 30, 1926

RECEIPTS

	1924	1925	1926	Total
County, Lateral, 1923	\$39,675.00	.....	.....	\$39,675.00
County, Lateral	31,740.00	\$31,740.00	.....	95,220.00
County, G-24	15,000.00	.....	.....	15,000.00
State, Lateral	31,740.00	31,740.00	.....	95,220.00
State and Federal, Post	66,973.54	68,806.15	67,569.21	203,348.90
Mayor and Council, Deer Park, G-29 .....	.....	785.50	.....	785.50
Balance, October 1, 1923.....	\$185,128.54	\$133,071.65	\$131,049.21	\$449,249.40
				\$602,447.58
				\$153,198.18

DISBURSEMENTS

G-16	Crellin-West Virginia State Line.....	\$14,476.63	\$23,320.80	.....	\$37,797.43
G-20 A	End G-19-Kaeses Mill	50,897.71	19,897.66	.....	70,797.37
G-21	Overhead Crossing, Oak St., Oakland.....	23.45	269.29	.....	33.87
G-22	Gortner-Red House	14,236.19	.....	.....	14,236.19
G-24	Linke-Bloomington	6.84	14,624.45	.....	14,631.29
G-25	Gortner-Red House	58,219.98	10,400.33	.....	68,620.31
G-27	Oakland-Hutton	30.77	.....	.....	30.77
G-27 A	Oakland-Hutton	41,612.98	8,561.18	.....	50,174.16
G-28	Kitzmiller-Oakland	5,079.09	22,558.47	.....	30,684.54
G-29	Sand Flat-Kitzmiller-Deer Park .....	.....	14,474.99	104,788.47	119,263.46
G-30	Friendsville-Pennsylvania State Line.....	.....	1,591.32	21,218.15	22,809.47
G-31	Red House-Gnegy Church .....	.....	228.73	.....	228.73
G-32	Deer Park-Kitzmiller .....	.....	770.88	17,828.94	18,599.82
G-34	Northwestern Turnpike .....	.....	.....	32,055.19	32,055.19
G-35	Bayard-Northwestern Turnpike .....	.....	.....	320.00	320.00
G-36	Deer Park-Kitzmiller .....	.....	.....	214.12	214.12
	Refund of Advance on G-16.....	39,000.00	.....	.....	39,000.00
	Refund of Advance on G-24.....	.....	15,000.00	.....	15,000.00
		<hr/>	<hr/>	<hr/>	<hr/>
		\$223,797.64	\$130,859.52	\$179,771.85	\$534,429.01
					<hr/>
					\$68,018.57

OUTSTANDING OBLIGATIONS

G-30	Friendsville-Pennsylvania State Line.....	.....	.....	.....	\$9,474.43
G-32	Deer Park-Kitzmiller .....	.....	.....	.....	1,73
G-34	Northwest-Turnpike .....	.....	.....	.....	31,331.90
	Available Balance .....	.....	.....	.....	<hr/>
					\$27,210.51

LATERAL AND POST ROAD FUNDS
HARFORD COUNTY

October 1, 1923 to September 30, 1926

RECEIPTS

	1924	1925	1926	Total
County, Lateral	\$32,220.00	\$32,220.00	\$32,220.00	\$96,660.00
State, Lateral	32,220.00	32,220.00	32,220.00	96,660.00
State and Federal, Post	67,986.35	69,846.70	68,591.05	206,424.10
	<hr/>	<hr/>	<hr/>	<hr/>
	\$132,426.35	\$134,286.70	\$133,031.05	\$399,744.10
Balance October 1, 1923 .....	.....	.....	124,113.58	\$523,855.68
	<hr/>	<hr/>	<hr/>	<hr/>

DISBURSEMENTS

H-27	Philadelphia Road	\$7,610.92	.....	\$7,610.92
H-29	Dublin-Whiteford	3,662.27	.....	3,662.27
H-29 A	Dublin-Whiteford	256.32	.....	256.32
H-30	Shawsville-Norrisville	11,121.48	.....	11,121.48
H-30 Br	Shawsville-Norrisville, Bridge	1,026.29	.....	1,026.29
H-31	Philadelphia Road	5,079.55	.....	5,079.55
H-32	Jarrettsville-Federal Hill	19,491.60	\$12,164.74	31,656.34
H-33	Shawsville-Norrisville	33,697.59	14,644.74	48,342.47
H-34	Dublin-Whiteford	33,430.90	.....	33,430.90
H-37	Dublin-Whiteford	11,172.86	32,205.86	43,378.72
H-38	Belair-Emmorton	285.66	.....	285.66
H-39	Philadelphia Road	34,191.76	67,062.20	21,301.94
H-39 Br	Philadelphia Road	46.20	66.20	.....
H-40	Dublin-Whiteford .....	.....	10,097.46	18,404.47
H-41	Bush's Corner-Pennsylvania State Line	8,303.01	.....	8,303.01
H-43	Dublin-Whiteford	168.57	603.12	32,902.91
H-44	Jarrettsville-Federal Hill .....	.....	12,528.72	28,317.05
H-45	Front St.-Aberdeen .....	.....	26,834.88	3,633.83
				30,468.71
				790.86
				790.86

DISBURSEMENTS—Continued.

OUTSTANDING OBLIGATIONS

LATERAL AND POST ROAD FUNDS

HOWARD COUNTY

October 1, 1923 to September 30, 1926

RECEIPTS

	1924	1925	1926	Total
County, Lateral	\$17,280.00	\$17,280.00	\$17,280.00	\$51,840.00
State, Lateral	17,280.00	17,280.00	17,280.00	51,840.00
State and Federal, Post	36,461.97	37,459.65	36,786.26	110,707.88
County, Bond Issue	285,000.00	184,250.22	.....	469,250.22
	<hr/>	<hr/>	<hr/>	<hr/>
	\$356,021.97	\$256,249.87	\$71,346.26	\$683,638.10
Balance October 1, 1923.....	.....	.....	.....	\$29,283.10
				<hr/>
				\$654,355.00

DISBURSEMENTS		OUTSTANDING OBLIGATIONS	
Ho-16	Clarksville-Simpsonville	\$25,492.01	\$47,634.71
Ho-23	End Folly Quarter-Triadelphia	9,349.47	.....
Ho-25	Montgomery Road	8,580.96	29,696.38
Ho-26	Hollifield-Woodstock	3,706.68	.....
Ho-27	Laurel-Scaggsville	4,097.36	3,706.68
Ho-28	Waterloo-Miller's Corner	108.46	4,097.36
Ho-31	Clarksville-Simpsonville	58,556.57	102.76
Ho-33	West Friendship-Ivory	29,341.26	10,985.62
Ho-34	Guilford-Atholton	4,683.24	69,542.19
Ho-35	Woodstock Lane-Africa Hill	64,686.12	69,542.19
Ho-38A	St. Paul Street, Ellicott City	2,856.70	29,341.26
Ho-39	Laurel-Scaggsville	2,773.16	2,856.70
Ho-40	Cooksville-Hood's Mill	31,057.93	2,773.16
Ho-40EXT	Cooksville-Hood's Mill	3,263.38	2,422.83
Ho-41	Lisbon-Florence	14.06	33,480.76
Ho-42	Rogers Avenue	42,870.43	3,263.38
Ho-44	Cooksville-Montgomery Co. Line	102.04	313.91
Ho-45	Dayton Simpsonville	10.58	114.34
Ho-46	West Friendship-Ivory	15.03	36,488.95
Ho-47	Slack's Corner-Henryton	38,059.05	36,488.95
Ho-48	End Ho-42-Jonestown	2,905.37	42,870.43
Ho-49	Landing Road	464.53	12,069.78
Ho-50	Seagessville-Fulton	194.05	9,228.36
Ho-50EXT	Seagessville-Fulton .....	.....	2,429.60
	\$271,732.56	\$247,744.76	\$118,575.32
Ho-41	Lisbon-Florence .....	.....	\$638,052.64
	Available Balance .....	.....	\$44,062.22
	\$16,302.36		\$27,759.86

LATERAL AND POST ROAD FUNDS

KENT COUNTY

October 1, 1923 to September 30, 1926

RECEIPTS

	1924	1925	1926	Total
County, Lateral	\$17,220.00	\$17,220.00	\$17,220.00	\$51,660.00
State, Lateral	17,220.00	17,220.00	17,220.00	51,660.00
State and Federal, Post	36,335.32	37,329.60	36,658.52	110,323.44
Advance, K-28 .....	.....	18,000.00	.....	18,000.00
Advance, K-28 .....	.....	766.50	.....	766.50
	-----	-----	-----	-----
	\$70,775.32	\$90,536.10	\$71,098.52	\$222,409.94
Balance, October 1, 1923 .....	.....	.....	55,638.52	\$288,048.46

LATERAL AND POST ROAD FUNDS
MONTGOMERY COUNTY
October 1, 1923 to September 30, 1926

RECEIPTS

	1924	1925	1926	Total
County, Lateral	\$33,420.00	\$33,420.00	\$33,420.00	\$100,260.00
County, Advance	9,350.00	.....	180,000.00	180,000.00
County, M-49A and B	51,377.48	.....	.....	9,350.00
County, M-51 .....	.....	.....	.....	51,377.48
County, M-72 .....	.....	.....	18,219.55	18,219.55
County, M-55	7,000.00	.....	.....	7,000.00
County, M-57	67,905.75	.....	58,735.80	58,735.80
County, M-50 .....	.....	.....	.....	67,905.75
County, M-72 & 73 .....	.....	.....	20,000.00	20,000.00
State, Lateral	33,420.00	33,420.00	33,420.00	100,260.00
State and Federal	70,518.39	72,448.05	71,145.65	214,112.09
County Advance, M-48 .....	.....	52,603.95	.....	52,603.95
County Advance, M-56 .....	.....	49,978.37	.....	49,978.37
Hopkins Land Co., M-49A and B .....	.....	3,940.00	2,500.00	6,440.00
	<u>\$272,991.62</u>	<u>\$245,810.37</u>	<u>\$417,441.00</u>	<u>\$936,242.99</u>
Balance October 1, 1923 .....	.....	.....	.....	<u>\$95,855.07</u>
				<u>\$1,032,098.06</u>
DISBURSEMENTS				
M-19 End M-16-Frederick Co. Line	\$4,449.37	.....	.....	\$4,449.37
M-37 Dawsonville-Seneca	27,379.51	.....	.....	27,379.51
M-38 Lee's Corner—Bealsville	6,100.05	.....	.....	6,100.05
M-39 Through Laytonsville	18,912.53	.....	.....	18,912.53
M-41 Clarksburg-Hyattstown	36,843.34	\$6,463.17	.....	43,306.51
M-44 Darnestown-Seneca	29,625.65	25.62	.....	29,651.27
M-45-46 Old Georgetown Pike	34,019.38	.....	.....	34,019.38
M-48 Bealsville-Dickerson	172.98	48,913.56	.....	53,496.90
M-49A Superstructure Faulkland Drive Br.	4,721.89	3,466.92	.....	8,188.81
M-49B Superstructure Faulkland Drive Br.	1.52	10,218.53	.....	10,220.05
M-50 Urbana Pike	30,371.04	33,759.54	55.44	64,186.02
M-51 Lee's Corner-Bealsville	16,154.16	34,231.25	.....	50,385.41
M-52 M-28-Clarksville Pike	235.79	28,767.10	.....	29,002.89
M-55 Damascus-Browningsville	274.04	6,795.79	40,279.54	47,349.37

REPORTS OF THE STATE ROADS COMMISSION

91

DISBURSEMENTS—Continued.

M-56	Urbana Pike	126.63	44,281.14	9,941.60	54,349.37
M-57	Laytonsville-Damascus .....	.....	785.23	66,461.92	66,247.15
M-58	River Road .....	.....	196.12	.....	196.12
M-59	Clagettsville-Kempton .....	.....	2,059.53	25,147.42	27,206.95
M-60	Barnesville-Comus .....	.....	735.89	39,532.50	40,268.39
M-61	End M-52-Ashton .....	.....	312.77	90,506.09	90,818.86
M-62	River Road .....	.....	396.88	33,428.16	33,825.04
M-63	Laytonsville-Claysville .....	.....	1,929.16	28,662.39	30,591.55
M-64	Damascus-Laytonsville .....	.....	92.79	4,250.33	4,343.12
M-65	Dickerson-Sugarloaf Mt. .....	.....	201.15	9.87	211.02
M-67	M-63-Olney .....	.....	.....	94.81	94.81
M-68	M-62-Seneca .....	.....	.....	46.88	46.88
M-72	Sligo Avenue .....	.....	.....	2,914.63	2,914.63
M-73	Rockville Pike .....	.....	.....	510.63	510.63
M-74	Bridge over B. & O. R. R. at Bethesda .....	.....	.....	371.35	371.35
45A	Old Georgetown Pike	3,163.45	.....	.....	3,163.45
125A	Blair Road-Brookville Pike	7,672.93	.....	.....	7,672.93
169S	Kensington Road	20,644.98	20,644.98	.....	.....
	Refund Montgomery Co. M-51 and M-55 .....	.....	58,377.48	.....	58,377.48
	Refund Montgomery Co. M-56 .....	.....	.....	49,978.37	49,978.37
	Refund Montgomery Co. M-50 .....	.....	67,905.75	.....	67,905.75
	Refund Montgomery Co. M-48 .....	.....	.....	52,603.95	52,603.95
		\$240,869.24	\$329,270.39	\$448,206.24	\$1,018,345.87
					\$13,752.19
	Balance due by County on Contracts M-59, M-60, M-61,				36,390.77
	M-62 and M-63				54,226.92
	County to Advance M-64				55,326.92
	County to Advance M-73 and M-74				
					\$159,696.80
	OUTSTANDING OBLIGATIONS .....	.....	.....	.....
M-60	Barnesville-Comus .....	.....	.....	.....	\$5,023.10
M-64	Damascus-Laytonsville .....	.....	.....	.....	49,883.80
M-72	Sligo Avenue .....	.....	.....	.....	15,304.92
M-73	Rockville Pike, D. C. Line, Bethesda .....	.....	.....	.....	64,324.92
M-74	Bridge over B. & O., at Bethesda .....	.....	.....	.....	10,384.60
	Available Balance				\$14,775.46

LATERAL AND POST ROAD FUNDS
 PRINCE GEORGE'S COUNTY
 October 1, 1923 to September 30, 1926

RECEIPTS

	1924	1925	1926	Total
County, Lateral	\$29,280.00	\$29,280.00	\$29,280.00	\$87,840.00
County, P-53	37,375.00	29,280.00	29,280.00	37,375.00
State, Lateral	29,280.00	29,280.00	29,280.00	87,840.00
State and Federal, Post	61,782.72	63,473.30	62,332.27	187,588.29
County, Lateral, 1921 .....	.....	9,138.24	.....	9,138.24
Advance, P-56 .....	.....	.....	70,134.10	70,134.10
	<u>\$157,717.72</u>	<u>\$131,171.54</u>	<u>\$191,026.37</u>	<u>\$479,915.63</u>
Balance, October 1, 1923 .....	.....	.....	96,757.86	\$576,713.49

DISBURSEMENTS

P-30Ext	Defense Highway .....	.....	\$1,428.24	.....	.....	\$1,428.24
P-32	Defense Highway	25,574.26	.....	.....	.....	25,574.26
P-34	Clinton-Piscataway	4,802.89	.....	.....	.....	4,802.89
P-36	End P-25-Silecia	10,501.74	\$8,278.57	.....	.....	18,780.31
P-37	Forestville-Ritchie	1,105.04	.....	.....	.....	1,105.04
P-38Ext	Hyattsville-P-38	1,445.06	.....	.....	.....	1,445.06
P-40	P-38-Montgomery County Line	47.49	.....	.....	.....	47.49
P-44	End P-33-Montgomery County Line	19,833.70	.....	.....	.....	19,833.70
P-45	Crane Highway-Croom	8,877.18	26,101.63	.....	.....	34,978.81
P-46	Crane Highway-Croom	107.13	.....	.....	.....	107.13
P-47	Forestville-Ritchie	18,261.23	2,265.95	.....	.....	20,527.18
P-49	End P-36-Piscataway	55.81	31,972	.....	.....	31,972
P-50	Defense Highway	43,940.46	41,387.55	.....	.....	85,328.01
P-51	Baker St., Mt. Rainier	38.88	.....	.....	.....	38.88
P-52	Clinton-Piscataway	11.47	.....	.....	.....	11.47

DISBURSEMENTS—Continued.

Pennsylvania R. R. Co. to pay Cont. P-67.

LATERAL AND POST ROAD FUNDS

QUEEN ANNE'S COUNTY

October 1, 1923 to September 30, 1926

RECEIPTS

	1924	1925	1926	Total
County, Lateral	\$21,240.00	\$21,240.00	\$21,240.00	\$63,720.00
State, Lateral	21,240.00	21,240.00	21,240.00	63,720.00
State and Federal, Post	44,817.85	46,044.20	45,216.44	136,078.49
County, Q.25 .....	.....	3,000.00	.....	3,000.00
	\$87,297.85	\$91,524.20	\$87,696.44	\$266,518.49
Balance, October 1, 1923,.....	.....	.....	61,040.58	\$327,559.07

DISBURSEMENTS

Q-22	Sudlersville-Millington	.....	\$50,138.72	\$ 905.39	\$51,044.11
Q-23	Carville-Centerville	.....	\$ 1.36	.....	1.36
Q-25	Chester Road	.....	11,046.72	.....	11,046.72
Q-26	Sudlersville-Millington	.....	47,152.72	2,579.07	49,731.79
Q-28	Sudlersville-Millington	.....	23,536.46	13,045.29	36,581.75
Q-30	Centerville-Centerville Landing	.....	489.29	19,803.69	20,292.98
Q-31	Stevensville-Chester	.....	134.91	134.91	.....
Q-32	Crumpton-Pondtown	.....	236.14	22,429.27	22,665.41
Q-33	Queen Anne's-Starr-Stevensville-Chester	.....	44,619.63	.....	44,619.63
Q-34	Sudlersville-Millington	.....	655.11	35,412.10	36,067.21
Q-35	Q-33-Starr	.....	452.77	25,109.97	25,562.74
Q-36	E. Main St., Sudlersville	.....	.....	28,061.66	28,061.66
		<u>\$82,597.60</u>	<u>\$153,588.64</u>	<u>\$89,489.12</u>	<u>\$325,675.36</u>
					<u>\$1,883.71</u>

OUTSTANDING OBLIGATIONS

Q-35	Q-33-Starr	.....	.....	\$ 517.98	
Q-36	E. Main St., Sudlersville	.....	.....	2,879.85	\$3,397.83
	Available Balance	.....	.....	.....	\$1,514.12

LATERAL AND POST ROAD FUNDS
ST. MARY'S COUNTY

October 1, 1923 to September 30, 1926

RECEIPTS

	1924	1925	1926	Total
County, Lateral	\$18,540.00	\$18,540.00	\$18,540.00	\$55,620.00
State, Lateral	18,540.00	18,540.00	18,540.00	55,620.00
State and Federal, Post	39,120.65	40,191.15	39,468.59	118,780.39
	<hr/>	<hr/>	<hr/>	<hr/>
Balance October 1, 1923	\$76,200.65	\$77,271.15	\$76,548.59	\$230,020.39
				<hr/>
				\$115,397.30
				\$345,417.69

DISBURSEMENTS

SM-15 Morganza-Colton	\$5,445.01	.....	.....	\$5,445.01
SM-16 Morganza-Colton	2,345.32	.....	.....	2,345.32
SM-19 Helen-Chaptico	3,442.89	.....	.....	3,442.89
SM-20 Groves Corner-Piney Point	21,730.17	.76	.....	21,730.93
SM-21 State Road-Compton	317.47	.....	.....	317.47
SM-22 New Market-Huntersville-Harper's Corner-Laurel Grove	12.10	.....	.....	12.10
SM-23 Clifton Mills-Valley Lee	31,206.22	5,944.33	.....	37,150.55
SM-24 SM-18-Oakville	5,336.93	.....	.....	5,336.93
SM-25 Chaptico-Budd's Creek	20,176.07	2,628.12	.....	22,804.19
SM-26 Leonardtown-Hollywood	8,546.86	190.70	.....	8,737.56
SM-27 Chaptico-Budd's Creek	4,446.77	19,605.19	.....	24,051.96
SM-28 Leonardtown-Hollywood	13,635.85	33,680.12	.....	47,315.97
SM-29 Clements-Leonardtown	312.31	16,154.95	2,159.31	18,626.57
SM-30 SM-28-Sotterly .....	.....	22,286.64	3,630.75	25,917.39
SM-31 Valley Lee-Poplar Hill .....	.....	8,640.28	.....	8,640.28
SM-32 Chaptico-Maddox .....	.....	5,176.75	6,508.55	11,685.30
SM-33 Leonardtown-Beauvne	9,522.59	.....	3,646.27	13,168.86

DISBURSEMENTS—Continued.

LATERAL AND POST ROAD FUNDS
SOMERSET COUNTY

SOMERSET COUNTY

October 1, 1923 to September 30, 1926

RECEIPTS

LATERAL AND POST ROAD FUNDS
TALBOT COUNTY

October 1, 1923 to September 30, 1926

RECEIPTS

REPORTS OF THE STATE ROADS COMMISSION

99

	1924	1925	1926	Total
State, Lateral	\$13,740.00	\$13,740.00	\$13,740.00	\$41,220.00
State and Federal Post	28,992.34	29,785.70	29,250.19	88,028.23
Town of Oxford, T-20	5,739.00	.....	.....	5,739.00
County, Lateral, 1924 .....	.....	13,740.00	.....	13,740.00
County, Lateral, 1923 .....	.....	.....	515.25	515.25
County, Lateral, 1925 .....	.....	.....	13,740.00	13,740.00
Balance, October 1, 1923,	\$48,471.34	\$57,265.70	\$57,245.44	\$162,982.48
	.....	.....	.....	89,861.04
				\$252,843.52
DISBURSEMENTS				
T-12 Easton-Claiborne	\$ 7,711.76	.....	.....	\$7,711.76
T-16 Easton-Claiborne	51,632.60	.....	.....	51,632.60
T-17 Easton-Claiborne	70.13	.....	.....	70.13
T-18 Easton-Claiborne	48,382.49	\$ 7,945.40	.....	56,327.89
T-20 Oxford-Easton	180.49	30,271.37	.....	30,451.86
T-21 Oxford-Easton .....	.....	21,702.13	\$3,967.91	25,670.04
T-22 Queen Anne's-Cordova .....	.....	27,868.76	4,074.49	31,943.25
T-23 Queen Anne's-Cordova .....	.....	.....	1,787.35	1,787.35
T-24 Easton-Oxford .....	.....	.....	29,035.74	29,035.74
Refund, Town of Oxford .....	.....	1,093.04	.....	1,093.04
	\$107,837.21	\$88,880.70	\$38,865.49	\$235,583.40
				\$235,583.40
				\$17,290.12
Due from County, 1926 Lateral, .....	.....	.....	13,740.00	13,740.00
County to Finance on Cont. No. T-24 .....	.....	.....	21,000.00	21,000.00
				\$47,740.00
				\$52,000.12
OUTSTANDING OBLIGATIONS				
T-23 Queen Anne's-Cordova .....	.....	.....	29,358.80	29,358.80
T-24 Easton-Oxford .....	.....	.....	22,347.44	22,347.44
Available Balance .....	.....	.....	.....	\$293.52

LATERAL AND POST ROAD FUNDS
WASHINGTON COUNTY
October 1, 1923 to September 30, 1926

RECEIPTS

		1924	1925	1926	Total
County, Lateral		\$32,880.00	\$32,880.00	\$32,880.00	\$65,760.00
State, Lateral		32,880.00	32,880.00	32,880.00	98,640.00
State and Federal, Post		69,378.99	71,277.40	69,996.08	210,652.47
County, Lateral, 1925 .....		.....	.....	32,880.00	32,880.00
Balance October 1, 1923		\$135,138.99	\$104,157.40	\$168,636.08	\$407,932.47
					\$151,011.46
					\$558,943.93
DISBURSEMENTS					
W-24 Hagerstown-Smithsburg		\$24,733.20	\$1,500.00	\$77.00	\$23,156.20
W-24A Hagerstown-Smithsburg .....		.....	.....	23,150.42	23,150.42
W-25 Hagerstown-Leitersburg		49,644.86	.....	.....	49,644.86
W-26 Hagerstown-Cearfoss .....		.....	1.05	4.57	5.62
W-27 Hagerstown-Sharpsburg		30,785.06	.....	.....	30,785.06
W-28 Funkstown-Wagner's X Roads		49.88	.....	.....	49.88
W-29 Hagerstown-Downsville		45,622.74	120.80	.....	120.80
W-31 Hagerstown-Sharpsburg .....		.....	61,010.07	.....	106,632.81
W-33 Mill Point-National Pike		235.88	31,045.17	.....	31,281.05
W-34 Boonsboro-Rhoversville-Mapleville		243.50	58,666.82	74,076.93	132,987.25
W-40 Mapleville-Gapland .....		.....	334.36	39,242.64	39,577.00
W-41 Leitersburg Pike .....		.....	749.12	38,206.68	38,955.80
W-44 Wagner's X Roads-Cavetown .....		.....	.....	4,134.03	4,134.03
W-45 Williamsport-Lappans .....		.....	.....	26,476.72	26,476.72
		\$151,316.17	\$150,430.91	\$205,210.42	\$506,957.50
					\$506,957.50
					\$51,986.43
OUTSTANDING OBLIGATIONS					
W-40 Mapleville-Gapland .....		.....	.....	.....	\$12,488.12
W-44 Wagner's X Roads-Cavetown .....		.....	.....	.....	25,107.42
W-45 Williamsport-Lappans .....		.....	.....	.....	3,982.62
Available Balance					\$41,578.16
					\$10,408.27

REPORTS OF THE STATE ROADS COMMISSION

101

LATERAL AND POST ROAD FUNDS
WICOMICO COUNTY
October 1, 1923 to September 30, 1926
RECEIPTS

	1924	1925	1926	Total
County, Lateral.....	\$24,180.00	\$24,180.00	\$24,180.00	\$72,540.00
State, Lateral.....	24,180.00	24,180.00	24,180.00	72,540.00
State and Federal, Post	51,021.43	52,417.50	51,475.22	154,941.15
Town of Delmar, Wi-22Ext.	8,500.00	.....	.....	8,500.00
State of Delaware, Wi-22Ext.	458.38	.....	.....	458.38
County, Lateral, 1923.....	.....	225.00	.....	225.00
	\$108,339.81	\$101,002.50	\$99,835.22	\$309,177.53
Balance October 1, 1923	.....	.....	.....	\$60,869.72
				\$370,047.25
DISBURSEMENTS				
Salisbury-Snow Hill.....	6,464.91	.....	.....	6,464.91
Salisbury-Delmar	6,584.69	.....	.....	6,584.69
Salisbury-Delmar	684.17	.....	.....	684.17
Salisbury-Delmar	50,420.49	96.74	.....	50,517.23
Royal Oak-Nanticoke	1,433.97	48,035.70	56.90	49,526.57
Royal Oak-Nanticoke	561.20	30,179.38	.....	30,740.58
Salisbury-Snow Hill	276.62	28,635.80	11,514.71	40,477.13
Main St. Ext.-Salisbury .....	.....	49,417.94	145.05	49,562.99
Royal Oak-Nanticoke .....	.....	26,175.20	23.32	26,198.52
Pittsville-Del. State Line .....	.....	.....	308.87	308.87
Salisbury-Snow Hill, cut-off	.....	.....	1,454.89	1,454.89
Mt. Nebo Church-Quantico .....	.....	.....	5,769.50	5,769.50
Salisbury-Snow Hill .....	.....	.....	157.93	157.93
Pittsville-Del. State Line	8,500.00	.....	.....	8,500.00
Refund Town of Delmar, Advance Wi-22Ext.....	.....	.....	.....	.....
	\$74,926.05	\$182,590.76	\$19,431.17	\$276,947.98
				\$276,947.98
OUTSTANDING OBLIGATIONS				
Mt. Nebo Church-Quantico .....	.....	.....	.....	\$44,157.76
Salisbury-Snow Hill .....	.....	.....	.....	23,126.95
Pittsville-Del. State Line .....	.....	.....	.....	26,646.04
Available Balance .....	.....	.....	.....	.....
				\$93,099.27

LATERAL AND POST ROAD FUNDS

WORCESTER COUNTY

October 1, 1923 to September 30, 1926

RECEIPTS

	1924	1925	1926	Total
County, Lateral	\$23,400.00	\$23,400.00		\$46,800.00
State, Lateral	23,400.00	23,400.00	\$23,400.00	70,200.00
State and Federal, Post	49,375.56	50,726.65	49,814.73	149,916.94
Town of Berlin, Wo-40	.....	19,152.38	.....	19,152.38
	\$96,175.56	\$116,679.03	\$73,214.73	\$286,069.32
Balance October 1 1923	.....	.....	.....	\$76,713.24
				\$362,782.56

DISBURSEMENTS

**STANDARD
LATERAL AND POST ROAD FUND**
October 1, 1923 to September 30, 1926

COUNTY	RECEIPTS			Balance Oct. 1, 1923	Total
	1924	1925	1926		
Allegany	\$ 92,723.08	\$ 110,018.35	\$ 93,146.50	\$295,887.93	\$349,366.45
Anne Arundel	95,189.18	96,526.45	166,463.81	358,179.44	145,305.92
Baltimore	225,880.35	211,307.70	209,319.91	646,519.96	241,263.61
Calvert	28,363.81	38,010.40	37,654.97	104,029.18	46,288.27
Caroline	88,530.83	177,744.05	88,935.09	355,209.97	79,113.59
Carroll	213,075.67	181,854.40	162,472.27	557,402.34	125,382.33
Cecil	81,359.35	109,029.75	113,810.31	304,199.41	55,581.17
Charles	68,670.28	119,625.10	91,164.66	279,460.04	120,481.50
Dorchester	108,854.29	102,778.10	101,817.06	313,449.45	65,744.83
Frederick	205,667.70	208,556.90	206,606.88	620,831.48	214,870.29
Garrett	185,128.54	133,071.65	131,049.21	449,249.40	153,198.18
Harford	132,426.35	134,286.70	133,031.05	399,744.10	124,113.58
Howard	356,021.97	256,269.87	71,346.26	683,638.10	29,283.10
Kent	70,775.32	90,536.10	71,098.52	232,409.94	55,638.52
Montgomery	272,991.62	245,810.37	417,441.00	936,242.99	95,855.07
Prince George's	157,717.72	131,171.54	191,026.37	479,915.63	96,797.86
Queen Anne's	87,297.85	91,524.20	87,696.44	266,518.49	61,040.58
St. Mary's	76,200.65	77,271.15	76,548.59	230,020.39	115,397.30
Somerset	74,379.98	49,987.95	80,933.01	205,300.94	26,541.34
Talbot	48,471.34	57,265.70	57,245.44	162,982.48	57,843.52
Washington	135,138.99	104,157.40	168,636.08	407,932.47	151,011.46
Wicomico	108,339.81	101,002.50	99,835.22	309,177.53	60,869.72
Worcester	96,175.56	116,679.03	73,214.73	286,069.32	76,713.24
	<hr/> \$3,009,380.24	<hr/> \$2,944,485.36	<hr/> \$2,930,505.38	<hr/> \$8,884,370.98	<hr/> \$10,981,508.62
				<hr/> \$2,097,137.64	

REPORTS OF THE STATE ROADS COMMISSION

COUNTY	1924	1925	1926	Disbursements			Balance	Future Receipts	Outstanding Obligations	Available Balance
				1924	1925	Total				
Allegany	\$ 73,527.41	\$138,061.32	\$135,783.39	\$347,372.12	\$ 1,994.33	\$ 1,994.33	\$ 12,742.12	\$10,747.79		
Anne Arundel	110,708.21	150,334.19	155,706.15	416,748.55	86,736.81	\$ 23,160.00	116,165.46	6,268.65		
Baltimore	208,531.76	307,188.42	215,036.13	730,756.31	157,027.26	9,120.59	135,446.92	21,580.34		
Calvert	40,181.12	54,387.47	56,869.45	151,438.04	1,020.59	..	11,311.11	3,211.70		
Caroline	129,995.04	112,511.76	49,852.74	292,359.54	13,736.84	..	15,064.00	1,327.16		
Carroll	237,199.93	277,906.45	140,631.38	655,737.76	27,046.91	..	52,223.31	2,576.49		
Cecil	83,204.95	171,700.90	90,898.94	345,804.79	13,975.79	33,860.00	46,297.18	1,538.61		
Charles	116,569.36	118,956.50	117,111.47	352,637.33	47,304.21	22,080.00	57,461.26	11,922.95		
Dorchester	134,019.66	73,077.61	141,980.03	349,077.30	30,116.98	..	18,688.97	11,428.01		
Frederick	295,693.80	368,214.80	111,370.40	775,279.00	60,422.77	..	80,299.95	19,877.18		
Garrett	223,797.64	130,859.52	179,771.85	534,429.01	68,018.57	..	40,908.06	27,210.51		
Harford	169,544.98	176,095.66	154,639.69	500,280.33	23,577.35	32,372.75	68,746.10	12,796.00		
Howard	271,732.56	247,744.76	118,575.32	638,052.64	16,302.36	..	44,062.22	27,759.86		
Kent	75,127.96	121,183.48	65,428.53	262,039.97	26,008.49	..	2,951.33	..		
Montgomery	240,869.24	329,270.39	1,018,345.87	13,752.19	145,944.61	..	144,921.34	14,775.46		
Prince George's	136,360.97	181,816.77	154,588.12	472,765.86	103,947.63	19,604.00	111,713.65	11,837.98		
Queen Anne's	82,597.60	153,588.64	89,489.12	325,675.36	1,883.71	..	3,397.83	1,544.42		
St. Mary's	116,953.97	125,159.38	49,462.23	291,575.58	53,842.11	..	55,684.16	1,842.65		
Somerset	78,505.87	82,736.17	33,265.66	194,507.70	37,354.58	15,780.00	57,821.33	4,706.75		
Talbot	107,837.21	88,880.70	38,865.49	235,583.40	17,260.12	34,740.00	51,706.24	293.88		
Washington	151,316.17	150,430.91	205,210.42	506,957.50	51,986.43	..	41,578.16	10,408.27		
Wicomico	74,926.05	182,590.76	19,431.17	276,947.98	93,099.27	..	93,930.75	831.48		
Worcester	117,477.72	90,332.65	117,851.77	325,562.14	37,220.42	23,400.00	54,550.75	6,069.67		
	\$3,276,679.18	\$3,833,229.21	\$2,890,025.69	\$9,999,934.08	\$981,574.54	\$360,061.36	\$1,337,678.03	\$3,957.87		

SPECIAL BRIDGE FUND
October 1, 1923 to September 30, 1926

	RECEIPTS			DISBURSEMENTS		
	1924	1925	1926	1924	1925	1926
State of Maryland, Bond Issue	\$240,000.00	\$257,344.33	\$248,148.74	\$745,493.07		
Discounts	21.80	17,239.75	.....	21.80		
Frederick Co. Advance F-66		17,239.75	.....	17,239.75		
Carroll Co. Advance F-66		25,000.00	19,000.00	17,239.75		
B. & O. R. R. grade elimination		908.75	.....	44,000.00		
Penna. R. R. grade elimination .....		.....	908.75	908.75		
Balance October 1, 1923	\$240,021.80	\$317,732.50	\$267,148.74	\$824,903.12	\$824,903.12	
					\$100,554.29	
						\$925,857.41
A-26Br	Bridge on Cumberland-Oldtown Road	\$22,943.76	\$254.14	\$23,197.90		
A-35	Sidling Hill Creek	8,888.85	14,956.32	23,845.17		
A-36	Oldtown Creek	8,595.39	6,761.82	15,357.21		
A-37	Flintstone Creek	2,799.88	1,756.48	4,556.35		
A-38	Evitts Creek	4,445.27	4,694.00	9,139.27		
A-43	Grade Elimination, Cumberland .....	.....	463.04	463.04		
AB-15	Marley Creek .....	.....	18,029.98	18,029.98		
B-65	Gunpowder River-York Road	\$433.56	15,595.45	.....	16,029.01	
Cl-59	Grade Elimination, Ridgeville .....	.....	684.87	340.92	1,025.79	✓
Ce-49	Back Creek Bridge approaches .....	.....	.....	29,145.61	29,145.61	
Ce-46Br	Bridge on Ce-46	164.08	17,076.28	.....	17,240.36	
Ce-51	Grade Elimination, Elkton .....	.....	934.19	.....	935.01	
F-58	Catoctin Creek	12,962.24	.....	.....	12,962.24	
F-65	Bridge on Emmitsburg-Taneytown Pike	12,581.10	.....	.....	12,581.10	✓
F-66	Monocacy River, Bridgeport .....	.....	17,573.97	15,678.54	33,252.61	✓
F-71	Point of Rocks	77	.....	.....	77	
F-72	Brunswick	77	.....	.....	77	
F-83	Brunswick-Knoxville Road Bridge .....	.....	.....	5,685.41	5,685.41	✓
F-84	Ballinger Creek .....	.....	.....	4,645.51	4,645.51	✓
F-86	Owens Creek, Sabillasville Road .....	.....	.....	239.55	239.55	✓
F-95	East Patrick St., Frederick .....	.....	.....	610.71	610.71	
F-96	West Patrick St., Frederick .....	.....	.....	618.05	618.05	
F-97	Brewers Alley, Frederick .....	.....	.....	118.31	118.31	
G-26	Youghiogheny River	13,723.75	4,656.49	.....	18,380.24	

DISBURSEMENTS—Continued.

H-35	Bynum Run	1,103.42	1,103.42	1,103.42
H-36	Stepney Crossing, Substructure.....	71.08	2,365.42	23,299.58
H-36A	Stepney Crossing, Superstructure.....	.....	13,585.10	13,585.10
H-39	Stepney Crossing .....	.....	52,897.77	53,440.59
M-18	Seneca Creek	8,097.15	.....	8,097.15
M-49	Silver Spring Overhead Crossing.....	435.02	17,704.47	3,526.32
M-49C	Silver Spring Grade Elimination.....	.....	15,067.22	15,067.62
M-49D	Silver Spring Grade Elimination.....	.....	189.80	21,521.12
P-58	Hyattsville Grade Elimination.....	.....	1,020.57	495.69
P-63	Laurel .....	.....	.....	1,137.26
T-15	Oak Creek	24,524.53	.....	24,524.53
T-25	Knapp's Narrows .....	.....	65.04	65.04
W-36	Licking Creek	15,134.42	6,246.27	21,380.69
W-38	Great Tolonoway Creek	6,454.83	2,242.49	8,697.32
W-39	Tolonoway Creek	1,470.42	4,837.26	6,307.68
W-43	Harpers Ferry .....	.....	27.56	27.56
		<hr/> \$74,097.47	<hr/> \$279,601.87	<hr/> \$181,486.36
				<hr/> \$535,185.70
				<hr/> \$390,671.71

Cash Balance, September 30, 1926.....
OUTSTANDING OBLIGATIONS

AB-15	Marley Creek .....	.....	.....	\$5,507.02
F-83	Owens Creek .....	.....	.....	1,918.89
F-84	Ballinger Creek .....	.....	.....	3,414.99
F-86	Owens Creek .....	.....	.....	11,760.45
F-95	E. Patrick St .....	.....	.....	14,680.79
F-96	W. Patrick St .....	.....	.....	11,074.95
F-97	Brewers Alley .....	.....	.....	7,619.82
P-63	Laurel .....	.....	.....	30,671.49
				<hr/> \$86,648.40
				<hr/> \$86,648.40

F-95	City of Frederick .....	.....	.....	\$7,645.75
F-96	City of Frederick .....	.....	.....	7,013.00
F-97	City of Frederick .....	.....	.....	7,738.13
				<hr/> \$22,396.88
				<hr/> \$326,420.19

ROADS AND BRIDGES FUND
 October 1, 1923 to September 30, 1926
 RECEIPTS

	1924	1925	1926	Total
Interest	\$114,993.87	.....	.....	\$114,993.87
Discounts	16.34	.....	.....	16.34
Miscellaneous	13.75	.....	.....	13.75
Transfer from Special Bridge Fund .....	.....	\$31,019.79	.....	31,019.79
\$115,023.96	\$31,019.79	.....	\$146,043.75	\$146,043.75
Balance October 1, 1923, .....	.....	.....	.....	\$175,688.16
				\$321,731.91
DISBURSEMENTS				
AB-10	Severn River Bridge.....	\$158,347.31	\$37,131.92	.....
AB-10A	Severn River Bridge.....	24,280.94	.....	\$195,479.23
AB-10B	Severn River Bridge.....	11,878.42	.....	24,280.94
AB-10C	Severn River Bridge.....	17,231.63	3,501.00	11,878.42
AB-10D	Severn River Bridge.....	32,076.78	343.34	20,732.63
AB-10E	Severn River Bridge.....	25,039.38	.....	32,420.12
AB-10F	Severn River Bridge Hedge.....	.....	2,319.27	25,039.38
AB-10G	Removing Old Bridge.....	1,752.65	7,829.27	2,319.27
				9,581.92
	\$270,607.11	\$51,124.80	.....	\$321,731.91

BRIDGE PURCHASE AND OCEAN CITY PROTECTION FUND

October 1, 1923 to September 30, 1926

RECEIPTS

	1924	1925	1926	Total
Balance October 1, 1923.....	\$90,463.90
DISBURSEMENTS				
Wo-23 Jetties, Ocean City.....	\$47.00	\$47.00
Wo-29 Jetties, Ocean City.....	\$557.75	.....	557.75
Wo-42 Jetties, Ocean City.....	20,101.06	247.66	20,348.72
	
		\$20,658.81	\$294.66	\$20,943.47
Cash Balance	\$69,520.43

OCEAN CITY SPECIAL APPROPRIATION

October 1, 1923 to September 30, 1926

RECEIPTS

	1924	1925	1926	Total
Balance October 1, 1923.....	.....	.....	.....	\$25,000.00
DISBURSEMENTS				
Wo-33 Ocean City Inlet and Jetties.....	\$2,220.80	\$6,803.85	.....	\$9,024.65
Cash Balance .....	.....	.....	.....	\$15,975.35

REPORTS OF THE STATE ROADS COMMISSION

111

CRAIN HIGHWAY

October 1 1923 to September 30 1926

RECENTS

	1924	1925	1926	Total
State of Maryland, Bond Issue	\$250,000.00	\$263,793.13	.....	\$513,793.13
Discounts .....	.49	.....	.....	.49
	<u>\$250,000.49</u>	<u>\$263,793.13</u>		<u>\$513,793.62</u>
Balance October 1, 1923 .....	.....	.....	.....	249,930.90
				<u>\$763,724.52</u>
				DISTRIBUTMENTS
Glenburnie-Priests Bridge	\$7,194.86	.....	.....	\$7,761.68
Glenburnie-Priests Bridge	149,811.09	.....	.....	149,811.09
Priests Bridge	234.50	.....	.....	234.50
Upper Marlboro-Rosaryville	52,508.67	20,655.21	.....	73,163.88
End P-39 to T. B.	44,258.62	7,898.54	.....	52,157.16
Priests Bridge-Upper Marlboro	445.23	565.50	78,251.25	79,261.98
End P-41 to T. B.	197.42	174,361.54	27,854.21	202,413.17
Priests Bridge	1,281.68	84,829.31	.....	86,110.99
End P-42 to Upper Marlboro .....	.....	.....	33,643.65	33,643.65
	<u>\$255,932.07</u>	<u>\$288,310.10</u>	<u>\$140,315.93</u>	<u>\$684,558.10</u>
				<u>\$684,558.10</u>
Cash Balance .....	.....	.....	.....	<u>\$79,166.42</u>
				OUTSTANDING OBLIGATIONS
Priests Bridge-Upper Marlboro .....	.....	.....	.....	\$10,173.92
End P-42-Upper Marlboro .....	.....	.....	.....	68,985.25
P-42 .....	.....	.....	.....	<u>\$79,159.17</u>
P-66 .....	.....	.....	.....	.....

THOMAS HUND

October 1, 1923 to September 30, 1926

RECEIPTS

DISBURSEMENTS—Continued.

M-47	Rockville, Commerce Street	3,183.64	.....	.....	3,183.64
Q-29	Sudlersville, Main Street	3,088.79	430.92	.....	3,519.71
S-20	Princess Anne, Prince William Street	7,148.65	1,604.91	.....	8,753.56
T-17	Easton, Bay Street	14,247.20	3,187.48	.....	17,434.68
T-19	Easton, S. Aurora Street	7,684.79	1.73	.....	7,686.52
W-32	Smithsburg, Water Street	196.78	.....	.....	196.78
W-42	Hagerstown, Frederick Street .....	.....	148.36	17,807.59	17,955.95
W1-24	Salisbury, Isabella Street	3,652.37	.....	.....	3,652.37
W1-27	Salisbury, Main Street .....	.....	.....	23,340.68	23,340.68
W1-30	Salisbury, N. Division Street	16.61	.....	.....	16.61
W1-31	Hebron .....	.....	11,890.48	.....	11,890.48
Wo-35	Pocomoke City, Market Street	2,530.81	3,852.25	.....	6,383.06
	City of Cambridge, Refund of Advance	24,494.25	.....	.....	24,494.25
	Town of Oakland, Refund of Advance	24,529.50	.....	.....	24,529.50
	City of Cumberland, Flood Damage	14,154.40	.....	.....	14,154.40
	Town of Aberdeen, Refund of Advance .....	.....	9,757.00	9,757.00	.....
		<u>\$257,355.08</u>	<u>\$147,096.40</u>	<u>\$51,361.78</u>	<u>\$455,813.26</u>
					<u>\$168,444.55</u>
	Cash Balance September 30, 1926 .....	.....	.....	.....	.....
	OUTSTANDING OBLIGATIONS				
W-42	Hagerstown, Frederick Street .....	.....	.....	\$4,501.75	\$4,501.75
	Available Balance, September 30, 1926 .....	.....	.....
					\$163,942.80

BALTIMORE CITY FUND

October 1, 1923 to September 30, 1926

RECEIPTS

	1924	1925	1926	Total
State of Maryland Budget.....	\$330,000.00			\$330,000.00
State of Maryland Bond Issue.....	360,000.00	\$385,977.31	\$372,707.59	1,118,684.90
Baltimore City	20,582.51	.....	2,136.52	22,719.03
U. R. & E. Co.	700.00	26,193.22	5,811.44	32,704.66
Interest	8,611.11	16,061.07	11,466.25	36,138.43
Balance October 1, 1923.....	\$719,893.62	\$428,231.60	\$392,121.80	\$1,540,247.02
Disbursements				\$1,867,930.70
BC-9 Reisterstown Road	\$582.63	.....	.....	\$582.63
BC-25A Mount Street	693.34	.....	.....	693.34
BC-27 York Road	3,702.93	.....	.....	3,702.93
BC-28 Reisterstown Road	42.00	.....	.....	42.00
BC-41 Park Heights Avenue	198,429.07	\$95,891.73	.....	294,320.80
BC-42 Columbia Avenue	266.44	.....	.....	266.44
BC-43 Hillen Road	80,532.79	.....	.....	80,532.79
BC-44 Greenmount Avenue	114,676.30	.....	.....	114,676.30
BC-45 Madison Avenue	19,508.66	.....	.....	19,508.66
BC-46 Baker Street	13,28	41,607.78	\$12,100.67	53,841.73
BC-47 Fort Avenue	244.66	74,253.10	.....	74,497.76
BC-48 Washington Street	78.84	61,567.07	.....	61,645.91
BC-49 North Avenue, East .....	.....	20,823.72	36,778.56	57,602.28
BC-50 North Avenue, West	146.34	.....	25,500.47	25,646.81
BC-51 Pennington Avenue .....	.....	22,755.29	8,524.89	31,280.18
BC-52 Carnegie Avenue .....	.....	18,197.98	1,877.08	20,075.06
BC-53 Milton Avenue .....	.....	124,184.64	173.24	124,357.88
BC-54 Gwynns Falls Parkway	55,748.52	.....	618.66	56,367.18

DISBURSEMENTS—Continued.

Available Balance September 30, 1926, . . .

MAINTENANCE AND RECONSTRUCTION
Fiscal Year 1924

RECEIPTS

Motor Vehicle	\$1,097,820.50
Gasoline Tax	855,046.21
Discounts	655.91
Miscellaneous	28,203.73
Baltimore County, B-63	35,000.00
Town of New Windsor, Cl-53	20,500.00
Frederick County, Sabillasville Road	7,500.00
Town of Kensington, M-53	2,000.00
Montgomery County, M-54	31,594.25
Harford County, 25D	13,455.27
	<u>\$2,091,775.87</u>
	<u>\$2,091,775.27</u>

DISBURSEMENTS

Allegany County	\$75,033.07
Anne Arundel	142,784.38
Baltimore	265,934.57
Calvert	37,843.63
Caroline	26,780.29
Carroll	135,374.17
Cecil	81,427.48
Charles	55,451.33
Dorchester	39,581.75
Frederick	109,453.72
Garrett	63,850.92
Harford	64,923.30
Howard	254,975.86
Kent	17,441.37
Montgomery	300,188.75
Prince George's	39,950.42
Queen Anne's	27,554.75
St. Mary's	38,974.56
Somerset	24,924.75
Talbot	32,231.83
Washington	72,246.11
Wicomico	48,279.19
Worcester	27,144.72
Signs	13,931.50
Supplies and Repairs to Equipment, Dis. No. 1	4,384.60
Supplies and Repairs to Equipment, Dis. No. 2	2,679.48
Supplies and Repairs to Equipment, Dis. No. 3	22,200.67
Supplies and Repairs to Equipment, Dis. No. 4	12,738.62
Supplies and Repairs to Equipment, Dis. No. 5	16,744.37
Supplies and Repairs to Equipment, Dis. No. 6	17,485.81
Supplies and Repairs to Equipment, Dis. No. 7	2,938.07
General	44,624.87
Southern Avenue Warehouse	23,676.33
Deficit 1923	656.70
Refund to Montgomery County, M-54	6,094.25
	<u>\$2,150,506.19</u>
Over Spent	<u>\$58,730.32</u>

MAINTENANCE AND RECONSTRUCTION

Fiscal Year 1925

RECEIPTS

Motor Vehicle	\$2,005,912.73
Gasoline Tax	1,525,339.04
Title Department	137,583.43
Discounts	1,086.45
Miscellaneous	18,351.29
Baltimore County, Walker Avenue	1,000.00
Prince George's County, Suitland Road	8,000.00
Worcester County, Stockton Road	7,956.00
	<hr/>
	\$3,705,228.94
	\$3,705,228.94

DISBURSEMENTS

Allegany County	\$166,552.46
Anne Arundel	391,985.85
Baltimore	476,285.43
Calvert	131,462.02
Caroline	34,029.60
Carroll	227,948.59
Cecil	73,369.92
Charles	110,761.48
Dorchester	38,174.09
Frederick	224,032.78
Garrett	74,111.62
Harford	216,518.95
Howard	90,392.74
Kent	26,805.40
Montgomery	353,025.49
Prince George's	190,795.73
Queen Anne's	64,509.91
St. Mary's	64,982.70
Somerset	17,999.70
Talbot	81,755.86
Washington	220,071.46
Wicomico	105,923.23
Worcester	83,629.59
Signs	70,362.16
Marlboro Garage	1,497.64
Equipment Supplies and Repairs, Dis. No. 1	7,187.94
Equipment Supplies and Repairs, Dis. No. 2	4,642.32
Equipment Supplies and Repairs, Dis. No. 3	22,740.37
Equipment Supplies and Repairs, Dis. No. 4	16,465.70
Equipment Supplies and Repairs, Dis. No. 5	25,701.48
Equipment Supplies and Repairs, Dis. No. 6	21,642.06
Equipment Supplies and Repairs, Dis. No. 7	5,903.29
General	113,622.01
Transferred from 1924	58,730.32
	<hr/>
	\$3,813,619.89
	\$3,813,619.89
Outstanding Obligations	<hr/>
	\$108,390.95
	7,151.15
Over Spent	<hr/>
	\$115,542.10

MAINTENANCE AND RECONSTRUCTION

Fiscal Year 1926

RECEIPTS

Motor Vehicle	\$1,975,000.00
Gasoline Tax	1,519,984.63
Miscellaneous	10,004.22
Discounts	974.94
Contribution, P-61	1,250.00
	<hr/>
	\$3,507,113.79
	\$3,507,113.79

DISBURSEMENTS

Allegany	\$111,499.68
Anne Arundel	350,005.84
Baltimore	449,845.13
Calvert	97,159.53
Caroline	31,844.92
Carroll	78,373.25
Cecil	85,074.00
Charles	102,543.19
Dorchester	50,192.83
Frederick	170,364.02
Garrett	75,547.47
Harford	137,546.94
Howard	102,703.08
Kent	80,185.46
Montgomery	331,132.31
Prince George's	172,038.73
Queen Anne's	73,024.43
St. Mary's	75,672.29
Somerset	23,743.49
Talbot	38,664.01
Washington	47,271.10
Wicomico	81,017.52
Worcester	62,445.82
Signs	69,086.63
Equipment Supplies and Repairs, Dis. No. 1	5,921.19
Equipment Supplies and Repairs, Dis. No. 2	6,834.61
Equipment Supplies and Repairs, Dis. No. 3	34,723.76
Equipment Supplies and Repairs, Dis. No. 4	37,263.92
Equipment Supplies and Repairs, Dis. No. 5	28,298.04
Equipment Supplies and Repairs, Dis. No. 6	28,749.08
Equipment Supplies and Repairs, Dis. No. 7	6,192.20
General	103,920.76
Transferred from 1925 Main. and Recon.....	115,542.10
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Cash Balance September 30, 1926.....	\$3,264,427.33
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FUTURE RECEIPTS

Motor Vehicle	\$140,440.84
Gasoline Tax	169,367.52
Miscellaneous	147.95
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	\$552,642.77

MAINTENANCE AND RECONSTRUCTION—Continued.

OUTSTANDING OBLIGATIONS

A-2C	Shoulders, Naves X Roads, Martin Mountain	\$29,645.48
A-45	Resurfacing, Valley Road	13,638.69
AB-1B	Shoulders, Annapolis Boulevard	7,511.30
B-2A	Shoulders, Westport Road	19,191.47
B-15A	Shoulders, Liberty Road	14,413.19
B-20C	Shoulders, York Road	5,468.80
B-33A	Shoulders, Reisterstown Road	8,340.41
B-77	Shoulders, Belair Road	142,793.51
C-10A	Shoulders, Perryville-Elkton	2,491.96
Ch-302	Oiling	4,007.16
F-5B	Shoulders, Braddock-South Mountain	45,911.29
F-48E	Resurfacing, Woodsboro Pike	2,645.47
F-60	Resurfacing, Myersville-Ellerton	19,182.30
F-94	Resurfacing, Thurmont-Graceham	9,442.94
H-3A	Shoulders, Belair-Conowingo	32,118.67
Ho-7A	Shoulders, Clarksville Pike	39,874.40
K-1A	Shoulders, Chestertown-Galena	5,470.30
M-1A	Shoulders, Rockville-Gaithersburg	10,999.06
M-6A	Shoulders, Urbana Pike	8,667.72
M-10C	Shoulders, 7th Street Pike	7,012.81
M-69	Shoulders, Old Georgetown-Sligo Avenue and Takoma Avenue	15,298.51
M-71	Shoulders, Old GeorgetownRoad and Wilson Lane	28,306.57
P-3A	Shoulders, Oakland-Meadows	4,757.81
P-37	Oiling	662.29
P-61	Defense Highway-Randle Station	3,673.82
Q-37	Resurfacing, Winchester - Queens-town	5,400.27
SM-3A	Relocation at Morganza	5,034.20
SM-5	Oiling	9,714.51
Wi-6B	Shoulders, Ocean City Road	45,679.21
Wo-5B	Shoulders, Ocean City Road	2,557.33
Wo-44A	Shoulders, Ocean City	1,317.30
SM-14	Oiling	1,417.30
		\$552,646.05
	Balance September 30, 1926	\$3.28

HAVRE DE GRACE-PERRYVILLE BRIDGE

Receipts and Disbursements to September 30, 1926

	Gross Receipts	Disbursements	Net Receipts
1923			
January		\$4,731.25	.....
February	\$2,941.85	59.50	.....
March	6,721.20	2,048.94	\$2,823.36
April	15,112.17	1,788.38	13,323.79
May	12,115.48	1,229.29	10,886.19
June	14,566.85	3,992.24	10,574.61
July	19,381.84	1,850.47	17,531.37
August	22,952.87	1,584.12	21,368.75
September	27,150.95	2,540.87	24,610.08
	\$120,943.21	\$19,825.06	\$101,118.15
October	\$15,418.76	\$1,130.00	\$14,288.76
November	10,574.94	1,679.74	9,895.20
December	9,679.40	1,377.75	8,301.65
1924			
January	7,087.62	4,409.68	2,677.94
February	5,949.90	4,788.72	1,161.18
March	8,704.51	1,402.79	7,301.72
April	18,181.10	6,091.58	12,089.52
May	14,449.28	1,343.95	13,105.33
June	17,004.92	1,363.58	15,641.34
July	25,546.59	1,590.54	23,956.05
August	30,714.35	1,476.34	29,238.01
September	25,992.61	1,877.65	23,214.96
	\$189,403.98	\$28,532.32	\$160,871.66
October	\$19,185.97	\$1,638.85	\$17,547.12
November	13,714.65	1,429.14	12,285.51
December	8,791.06	1,442.76	7,348.30
1925			
January	4,888.00	1,605.45	3,282.55
February	6,503.66	1,624.02	4,879.64
March	9,868.06	1,465.15	8,402.91
April	21,201.67	1,507.36	19,694.31
May	16,062.62	1,655.37	14,407.25
June	16,073.06	1,426.81	14,646.25
July	25,960.06	1,833.98	24,126.08
August	31,678.33	1,645.04	30,033.29
September	31,197.84	1,642.54	29,555.30
	\$205,124.98	\$18,916.47	\$186,208.51

HAVRE DE GRACE-PERRYVILLE BRIDGE—Continued

	Gross Receipts	Disbursements	Net Receipts
1925			
October	\$21,019.16	\$1,847.66	\$19,171.50
November	14,556.59	1,906.91	12,649.68
December	11,027.90	1,789.25	9,238.65
1926			
January	8,853.59	6,374.54	2,479.05
February	7,240.85	1,687.80	5,553.05
March	10,375.69	1,439.32	8,936.37
April	24,407.20	2,499.41	21,907.79
May	23,306.50	1,498.11	21,808.39
June	22,634.60	1,522.46	21,112.14
July	34,691.33	1,801.41	32,889.92
August	40,766.80	1,923.69	38,843.11
September	44,322.24	3,563.10	40,759.14
	\$263,202.45	\$27,853.66	\$235,384.79

SUMMARY

	Gross Receipts	Gross Disbursements	Net Receipts
1923	\$120,943.21	\$19,825.06	\$101,118.15
1924	189,403.98	28,532.32	160,871.66
1925	205,124.98	18,916.47	186,208.51
1926	263,202.45	27,853.66	235,384.79
	\$778,674.62	\$95,127.51	\$683,583.11

DO NOT DESTROY

22

DO NOT OVERLOAD



MAR 17 '28

MAY 1935

